



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14302 - 63rd Avenue North Trail Project (CSAH 8 to TH 169)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/14/2020 2:00 PM

Primary Contact

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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

63rd Avenue Multiuse Trail

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):

The proposed project will construct a multiuse trail along 63rd Avenue between Mendelssohn Avenue and West Broadway Avenue. This segment was identified through the Bottineau Community Works' extensive engagement as a key bicycle and pedestrian corridor to promote health equity as part of the METRO Blue Line LRT Extension.

Proposed project elements include:

- Creating an 8-foot, protected, multiuse trail from Mendelssohn Avenue to West Broadway Avenue on the south side of 63rd Avenue;
- Connecting to a planned 8-foot trail at Mendelssohn Avenue as part of MnDOT bridge replacement project in 2023 which will provide a continuous facility across 169;
- Linking to the recently constructed 8-foot trail on the north side of 63rd Avenue between West Broadway Avenue and Louisiana Avenue, which will connect with the planned 10-foot trail from Louisiana Avenue to CSAH 81 as part of LRT station area construction; and
- Filling the sidewalk gap with a 6-foot sidewalk on the north side of 63rd Avenue from Edgemont Boulevard to Cavell Court.

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

Project benefits include:

- Provides a safe and comfortable corridor for all ages, abilities, and travel modes;
- Link to four existing transit routes and connects to bicycle and pedestrian facilities at the future LRT 63rd Avenue station (existing park and ride facility);
- Increase transit ridership service area by enabling

'last mile' trips by bike or foot;

- In combination with future LRT station facilities, continues onto the existing Crystal Lake Regional Trail / CSAH 81 (Tier 1 alignment), which will connect with the Grand Rounds Trail, providing a direct, protected route to employment hubs in Golden Valley and Downtown Minneapolis;

- Improves the area's livability, supports active living and provides a non-motorized transportation option for those without access to a vehicle;
- Enables car-free trips to existing and future recreation amenities including Eagle Lake Regional Park in Maple Grove, Crystal Lake Regional Trail, Shingle Creek Regional Trail, Rush Creek Regional Trail, Twin Lakes Regional Trail promoting equitable access to natural resources; and

- Improves continuity between jurisdictions by providing a continuous facility to Maple Grove and their existing trail system to the west, and Brooklyn Center to the east. In combination with the regional trail network, the project connects these communities to Osseo, Maple Grove, Robbinsdale, Golden Valley, Minneapolis, and beyond.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

63rd Avenue - construct trail and sidewalk, reconstruct curb and associated storm sewer

Project Length (Miles)

1.2

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 \$744,000.00

Match Amount \$186,000.00

Minimum of 20% of project total

Project Total \$930,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds County Funds

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2021, 2022, 2023

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

Project Information

County, City, or Lead Agency City of Brooklyn Park

Zip Code where Majority of Work is Being Performed 55428

(Approximate) Begin Construction Date 05/01/2024

(Approximate) End Construction Date 11/01/2024

Name of Trail/Ped Facility: 63rd Avenue Trail

(i.e., CEDAR LAKE TRAIL)

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

From: Mendelssohn Avenue AND 63rd Avenue
(Intersection or Address)

To: West Broadway Avenue AND 63rd Avenue
(Intersection or Address)

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

Or At:

Miles of trail (nearest 0.1 miles): 1.2

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.9

Is this a new trail? Yes

Primary Types of Work MULTIUSE TRAIL, CURB, STORM SEWER

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

Goal B: Strategy B6; p2.8

Goal C: Strategies C1, C2, C15, C16, and C17;
p2.10-2.12, 2.22-2.24

Goal D: Objectives A and B; p2.26; Strategy D3:
p2.27

Goal E: Objectives C and D; p2.30; Strategy E3
and E6; p2.31-2.32, 2.34

Goal F: Objective C; p2.35

(Limit 2,800 characters; approximately 400 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.

2040 Hennepin County Bicycle Transportation Plan
(2015)

Planned Bikeway System Map: Segment is
designated as 'Planned off-street bikeway'

City of Brooklyn Park Pedestrian and Bicycle Plan
(2015)

Chapter 3: Network Recommendations:

Figure 3.1: Network Vision: Pedestrian and Bicycle
Recommendations p 43

Brooklyn Park 2040 Comprehensive Plan (2019)

Chapter 5: Transportation

Figure 5.5 1A: Bicycle and Pedestrian Facilities p 5-
53

Brooklyn Park 10-Year Parks and Recreation
Systems Plan (2018)

Chapter 5: A Plan for Reinvestment

Table 6: 10- Year Capital Reinvestment Plan, p106

Brooklyn Park 2020 Capital Improvement Book

Enhancement Projects, p11

List the applicable documents and pages:

(Limit 2,800 characters; approximately 400 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 State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 12/03/2018

Link to plan: <https://www.brooklynpark.org/wp-content/uploads/2020/03/181127-Brooklyn-Park-ADA-Transition-Plan.pdf>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. 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.

5. 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)	\$40,000.00
Removals (approx. 5% of total cost)	\$40,000.00
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	\$20,000.00
Striping	\$2,000.00
Signing	\$3,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$5,000.00
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	\$10,000.00
Other Roadway Elements	\$0.00
Totals	\$120,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$670,000.00
Sidewalk Construction	\$80,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$55,000.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$5,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$810,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$930,000.00
Construction Cost Total	\$930,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1589392441435_RBTN.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 33869

Existing Employment Within One Mile (Integer Only) 21323

Upload the "Population Summary" map 1589392537294_Pop-Employ.pdf

Please upload attachment in PDF form.

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

*1. **Sub-measure: Equity Population Engagement:** A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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 proposed project was identified and developed through extensive engagement with diverse communities as the City of Brooklyn Park developed its Park System Plan (2018) and partnered with Hennepin County for equitable station area planning for the proposed 63rd Avenue BLRT station.

A Community Outreach Team, Community Advisory Team, and Zanewood Youth Facilitators led events and solicited input from their own diverse communities for the Park System Plan committee. To reach immigrants and communities of color, the City contracted with ACER (African Career, Education and Resources, Inc) to host events at four apartment communities and the Liberian Independence Day soccer tournament. As a result, 43% of Park Plan survey respondents identified as people of color (vs. 54% of Brooklyn Park).

Response:

In partnership with Bottineau Community Works and seven community organizations - including African American Leadership Forum, Asambela de Derechos Civiles, and CAPI USA - the City solicited station design input, including bicycle and pedestrian facilities, from low income and communities of color within one mile of the planned 63rd Avenue LRT station. Through the Bottineau Community Works Infrastructure Advanced Planning Project (2017-2019), stakeholders selected the proposed trail as one of 10 pedestrian and bicycle facilities to promote health equity along the Blue Line LRT Extension.

(Limit 2,800 characters; approximately 400 words)

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

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

The proposed trail segment is in a census tract with populations of color and poverty above the regional average. Its east terminus is less than ½ mile from an area of concentrated poverty with more than 50% residents of color.

The project will serve the following equity populations (see attached map):

- Low-income residents: the project will provide a reliable mode of transportation for residents without access to a vehicle by providing safe routes to groceries, parks, and places of worship; and connecting directly to bicycle/pedestrian facilities at the planned Blue Line Extension for longer trips.

- Seniors and residents with limited mobility: the proposed trail will provide a continuous, protected facility that is comfortable to navigate with mobility devices. The Anthony James and Waterford senior living apartments are less than ½ mile from the proposed trail. The project will connect them directly to the proposed Blue Line extension, improving access to health care and other amenities. In addition, 14% of residents within the service area of the proposed 63rd Avenue LRT station are over 65 (8% in Brooklyn Park as a whole). The project will benefit these senior residents by decreasing their dependence on cars for transportation and providing opportunities for active living.

- People of color: 43% of survey respondents for the Brooklyn Park Plan (2018) identified as people of color. When asked what key trail improvements they'd like to see, 28% (top answer) responded 'increasing trail access to parks by filling in existing trail gaps and sidewalks.' The 63rd Avenue Trail will provide free recreation and safe access to

Response:

parks and green spaces, improving public health. In addition, the proposed project was identified through the Bottineau Community Works as a key bicycle and pedestrian corridor to promote health equity as part of the Blue Line Extension.

The proposed project also connects people of color to job opportunities in regional centers along the Blue Line Extension. Community engagement meetings for the Brooklyn Park's Pedestrian & Bicycle Plan identified existing facilities along 63rd Avenue as a 'barrier to walking / biking.' The proposed trail will improve these conditions by separating cyclists/pedestrians from motorized vehicles, enabling residents to access LRT by bike or foot.

- Children: The proposed trail is within the 'walk buffer' for children attending Meadow Lake Elementary School, as defined in Brooklyn Park's Safe Routes to School. The proposed off-road facility is safest for the trail's youngest and most vulnerable users.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

The proposed project will not negatively impact the disadvantaged populations present in the project area by maintaining access to businesses and housing, while minimizing construction nuisances through proper mitigation of noise, dust and traffic. During construction, current sidewalk users will be directed towards alternate routes with easy to follow detour signing. Road closure is not anticipated.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c.15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d.10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

Yes

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589392760138_Soci-Eco.pdf

Measure B: Part 1: Housing Performance Score

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	1.2	1.0	100.0	100.0

Total Project Length

Total Project Length	1.2
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Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	1.2
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Total Housing Score	100.0
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Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

The following affordable housing development is within ½ mile of the proposed project:

- Autumn Ridge Apartments (8516 63rd Avenue N, Brooklyn Park)

- o Existing site with 366 units (2 studios, 188 1BR, 172 2BR, 4 3BR)

- o 330 units affordable at 60% area median income

- o Housing Tax Credit of 4%

- o Section 8 Vouchers are accepted

While affordable housing residents are less likely to have access to a vehicle, the project neighborhood is classified as car-dependent, meaning most errands require a car. Walking and biking reduce a household's transportation cost, freeing up budgets for other items. The proposed facility will provide pedestrian and bicycle access to groceries and other amenities.

Response:

Within ½ mile of the planned 63rd Avenue LRT station, 24% of people are living in poverty and 14% of households have zero cars (compared to 3% of all Brooklyn Park residents). By extending LRT station trail facilities into residential areas, the project will provide safe and convenient 'last mile' routes for multimodal trips.

When completed, the 63rd Avenue Trail will serve as an important link between lower-income neighborhoods and regional job centers. Via facilities at the planned LRT station, the project will continue onto Crystal Lake Regional Trail, which will connect with the Grand Rounds Trail, providing

a direct, protected route to employment hubs in Golden Valley and Downtown Minneapolis.

The 63rd Avenue Trail will also close gaps between existing recreation amenities, promoting health equity and active living. The proposed facility will connect to Crystal Lake Regional Trail via LRT facilities and to Shingle Creek Regional Trail, continuing onto the Rush Creek Regional Trail and Twin Lakes Regional Trail. This will directly benefit households without access to a personal vehicle, who will be able to safely visit natural resources outside of their neighborhoods.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589393042619_63rdAvenue_AffordableHousing.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
- *Providing a safer, more protected on-street facility or off-road trail;*
- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.

63rd Avenue is in a Tier 1 RBTN Corridor. The proposed project will create a Critical Transportation Link by:

- Filling gaps in the City of Brooklyn Park's bicycle and pedestrian infrastructure network
- Connecting local and regional trails
- Improving continuity between jurisdictions
- Leveraging multimodal investments

63rd Avenue is a key east-west corridor between major north-south thoroughfares. Providing a safe route for cyclists and pedestrians will reduce travel time and increase comfort. As stated in the City's Bicycle and Pedestrian Plan, "addressing gaps in the existing network will help to increase the network's accessibility, connectivity, and usefulness as a transportation network." The proposed project will give residents who are hesitant to walk or bike an opportunity to explore alternate transportation.

Response:

The proposed project will connect to several trails in the existing and planned regional network, promoting outdoor recreation and active living. Its east terminus connects directly to the planned Blue Line LRT facilities and existing 8-foot trail from CSAH 81 to Brooklyn Boulevard, continuing onto Shingle Creek Regional Trail (access to parks, Brooklyn Center City Hall and Community Center, Brookdale Library, and local businesses), which connects to the Rush Creek Regional Trail (connection to Minneapolis' trails) and Twin Lakes Regional Trail. At CSAH 81, it will connect to Crystal Lake Regional Trail, which continues north to Osseo and Maple Grove, joining the Medicine Lake Regional Trail at Elm Creek Park Reserve.

Heading south, it will move through Robbinsdale and ultimately connect with the Grand Rounds Trail near Lowry Avenue.

63rd Avenue is in a Tier 1 RBTN Corridor centered on Boone Avenue. In combination with the planned LRT station area facilities, the project will link to CAHS 81 (Tier 1 Alignment). Providing an east-west connection between heavily traveled north-south corridors expands the service area for users who are hesitant to bike or walk without protection from motorized vehicles.

The project will improve continuity between jurisdictions with a continuous facility to Maple Grove to the west, and Brooklyn Center to the east. In combination with the regional trail network, the project connects these communities to Osseo, Maple Grove, Robbinsdale, Golden Valley, Minneapolis, and beyond.

The 63rd Avenue Trail will leverage planned and existing infrastructure projects, including:

- Blue Line LRT Extension
- MnDOT bridge replacement at TH 169 with an 8-foot trail between Magda Drive and Mendelssohn Avenue
- 8-foot trail from Louisiana Avenue to West Broadway Avenue
- Upgraded pedestrian ramps along the corridor

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)



Measure B: Project Improvements

The proposed project will protect cyclists and pedestrians from motorized vehicles, prevent collision between all travel modes, and provide an uninterrupted facility for people with disabilities. This is in line with the City's Bicycle and Pedestrian Plan goal to "create a safe and comfortable network of pedestrian and bicycle facilities, acknowledging that most people will only walk or bike as far as the nearest barrier."

Existing conditions are not welcoming to pedestrians and cyclists who are inexperienced, have mobility issues, traveling with small children, or otherwise uncomfortable sharing space with motorized vehicles. There were 29 crashes from 2016-2018, including one involving a pedestrian who sustained serious injuries after being hit by a vehicle. Segments of the corridor are in poor condition, cracking, and overgrown with vegetation. On the project's west end, there is a sidewalk gap from Cavell Court to Edgemont Boulevard. At the east end, traffic volumes are higher with more intersections. Along the corridor, bicycles must use the shoulder or sidewalk, greatly increasing potential for bicycle-pedestrian and bicycle-vehicle collisions.

Response:

The project was based on direct engagement through Bottineau Community Works (2017-2019) by Hennepin County as part of the Blue Line Extension. In a survey of residents, "no trails, sidewalks, or bike routes where I want to go" and "I feel unsafe around motorized traffic" were cited as the main barriers to walking and cycling along the corridor. Many respondents stated they would feel more comfortable biking and walking on protected, buffered, and/or off-street facilities. Participants in Brooklyn Park community meetings advocated for interconnected walking, biking, and transit

infrastructure. They considered safe bicycle and pedestrian infrastructure to be a community asset. Commonly cited concerns were the lack of designated walking and cycling paths and a lack of separation for motorized traffic.

The proposed project addresses these concerns by:

- Filling the sidewalk gap with a 6-foot, grade-separated sidewalk on the north side from Edgemont Boulevard to Cavell Court
- Connecting to a planned 8-foot trail at Mendelssohn Avenue as part of the MnDOT bridge replacement project, providing a continuous facility across TH 169
- Creating an 8-foot, protected multiuse trail from Mendelssohn Avenue to West Broadway Avenue on the south side
- Linking to the recently constructed 8-foot trail on the north side between Louisiana Avenue and West Broadway Avenue, which will continue onto planned 10-foot trail from Louisiana Avenue to CSAH 81 as part of LRT station area construction; and to Crystal Lake Regional Trail along the eastside of CSAH 81 and the existing 63rd Avenue trail from CSAH 81 to Brooklyn Blvd

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

The 63rd Avenue Trail will provide a multimodal facility connecting users to major destinations within their neighborhoods and throughout the metro area.

Pedestrians will benefit from improved connectivity in the sidewalk and trail network. The project will fill an existing sidewalk gap between Cavell Court and Edgemont Boulevard. The City recently completed a mill and overlay along 63rd Avenue, including the segment from West Broadway Avenue to Boone Avenue. Through that project, they reconstructed pedestrian ramps at all intersections and set up most driveways to accommodate the proposed trail.

The proposed project will connect pedestrians and cyclists with existing transit opportunities along 63rd Avenue. The corridor is currently served by four transit routes: 705 (service to New Hope, Crystal, Golden Valley, St Louis Park), 716 (service to Robbinsdale), 764 and 767 (express service to downtown Minneapolis). It is also within the Metro Mobility service area. There is a Park and Ride station less than ½ mile from the east project terminus, which will become the 63rd Avenue LRT station as part of the Blue Line Extension project. The extension is expected to carry 27,000 riders each day by 2030 - many of whom live in station neighborhoods.

Response:

The proposed multiuse trail will interface smoothly with bicycle and pedestrian facilities planned as part of the 63rd Avenue Station, allowing people to walk or bike to the train for multimodal trips throughout the metro area. The project will increase ridership service area by enabling 'last mile' trips by bike or by foot. This is crucial for the 14% of residents in the station's service area without access to personal vehicles, who rely strongly on transit for transportation. Seniors living along the project corridor will benefit from increased

independence and the ability to access resources without driving.

The multiuse trail is also leveraging a MnDOT bridge construction planned for 2023: an 8-foot trail from Magda Drive will meet the existing trail at Mendelssohn Avenue. The project will also connect directly to an 8-foot trail constructed from Louisiana Avenue in 2017/2018. In combination with the Blue Line station facilities, the proposed project will create a continuous bicycle and pedestrian corridor from TH 169 to CSAH 81, improving safety and experience for all travel modes.

The project promotes a less car-dependent culture, which will decrease traffic congestion, accidents, and air pollution. It will also improve public health by promoting active transportation and recreation.

(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 (25 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

1589393984315_63rdAvenue_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

2)Review of Section 106 Historic Resources (15 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 (25 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 Yes

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 (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/05/2019

Meeting with partner agencies: 08/01/2019

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need. Yes

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The City of Brooklyn Park completed a mill and overlay project along 63rd Avenue between West Broadway Avenue and Boone Avenue in 2018. This project included new pedestrian curb ramps at the intersections and modifications to existing driveways along the south side to allow for the future trail. Meetings were held with the impacted property owners to discuss the proposed trail improvements.

The City has also identified the completion of the 63rd Avenue trail across the southern portion of the community as a high priority in our Bike and Ped Plan and recently approved 2040 Comprehensive Plan. This segment is also included in the Hennepin County Bike System Plan.

Response (Limit 2,800 characters; approximately 400 words):

The City has had numerous meetings and discussions with MnDOT and the City of Maple Grove. The overall goal for the 63rd Avenue Trail project is to connect across TH 169 into the Eagle Lake Regional Park trail system in Maple Grove. All agencies are on board with providing this trail connection as soon as possible. These discussions have resulted in MnDOT advancing their proposed TH 169 / 63rd Avenue bridge project to 2023 and moving from a bridge rehabilitation project to a bridge replacement project with an 8-foot' trail along the south side of the bridge between Magda Drive and Mendelssohn Drive.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$930,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$930,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

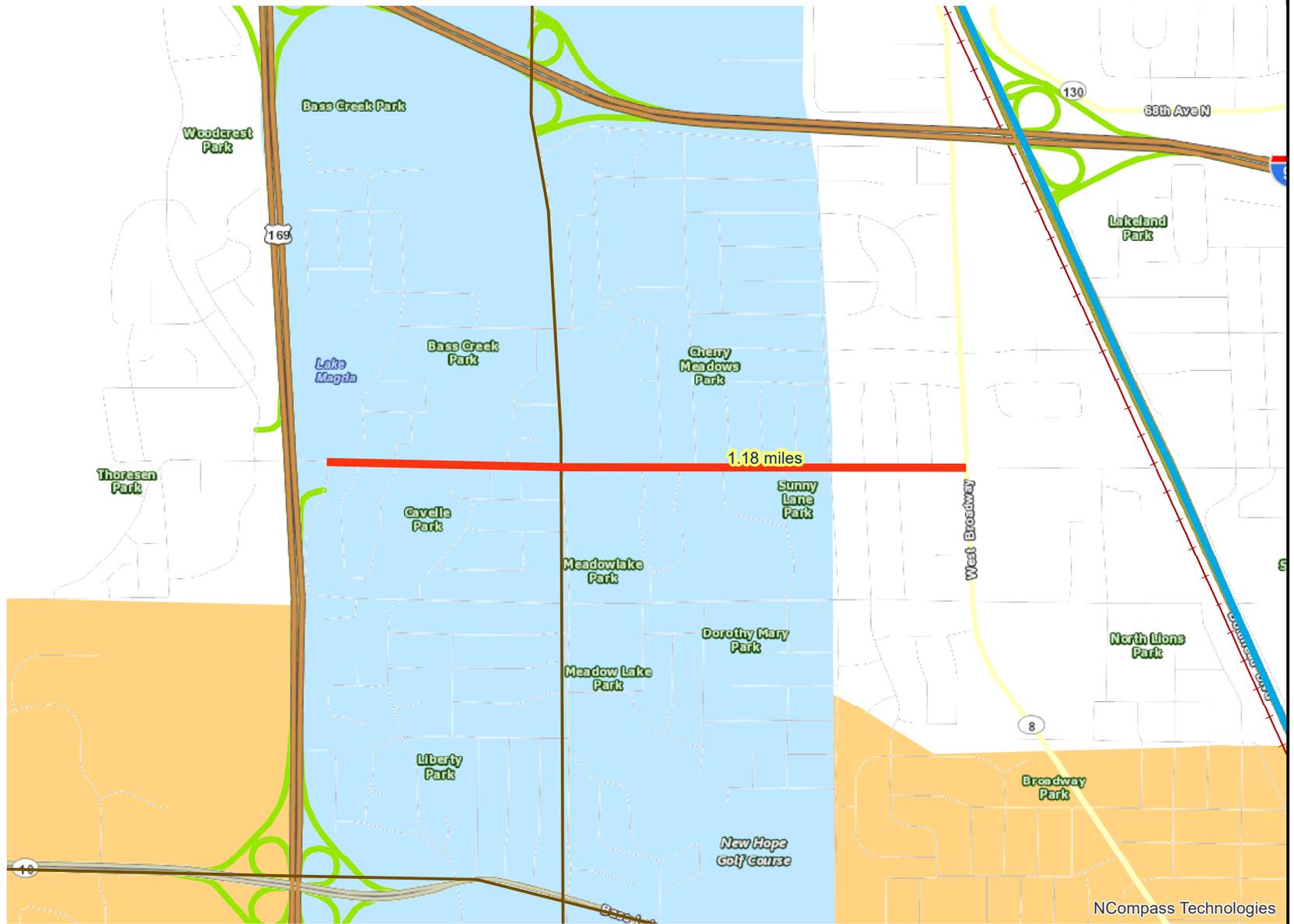
File Name	Description	File Size
63rdAvenue_ExistingCondition.pdf	Photograph of existing conditions	273 KB
63rdAvenue_SnowRemoval.pdf	City of Brooklyn Park snow and ice control policy	824 KB
63rdAvenue_Summary.pdf	One-page project summary	386 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: 63rd Avenue Trail | Map ID: 1587567273979

Results

Project IN TIER 1 Bicycle Transport Corridor.



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



Created: 4/22/2020
LandscapeRSA6



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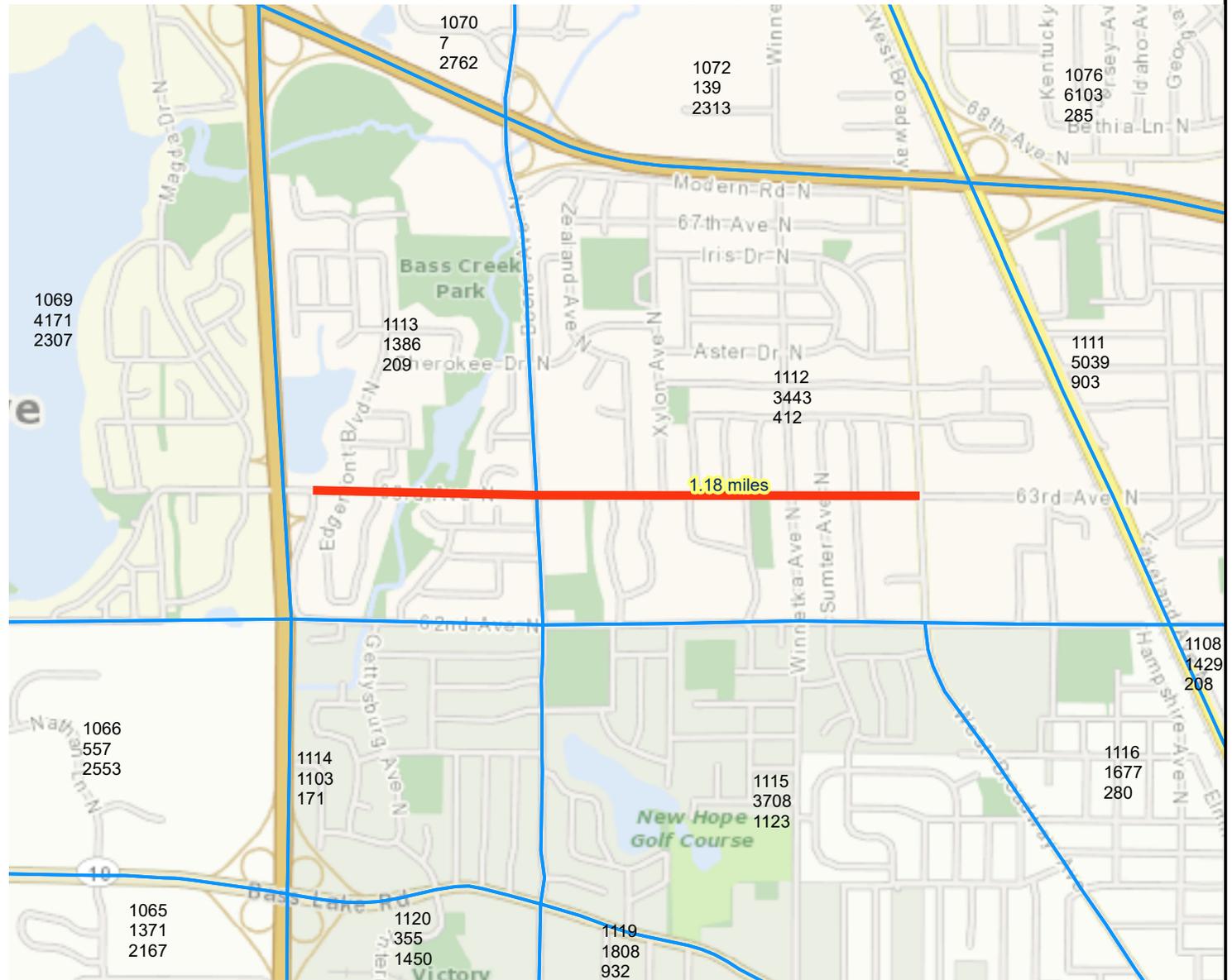
NCompass Technologies

Population/Employment Summary

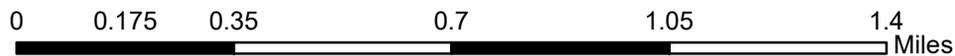
Multiuse Trails and Bicycle Facilities Project: 63rd Avenue Trail | Map ID: 1587567273979

Results

Within ONE Mile of project:
 Total Population: 33869
 Total Employment: 21323



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/22/2020
 LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



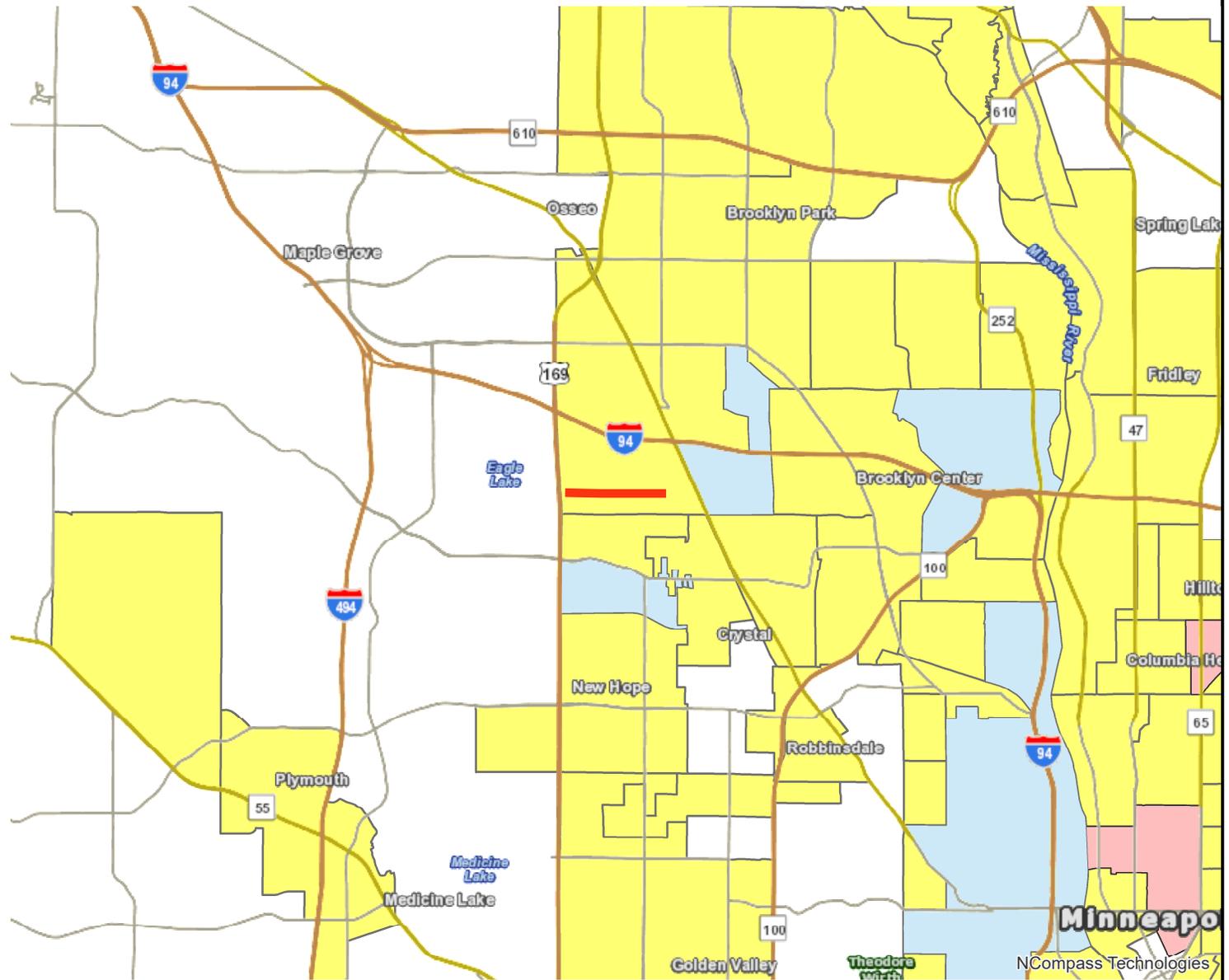
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 63rd Avenue Trail | Map ID: 1587567273979

Results

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

Tracts within half-mile:
20801 21501 26508
26713 26807 26809



— Lines

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty

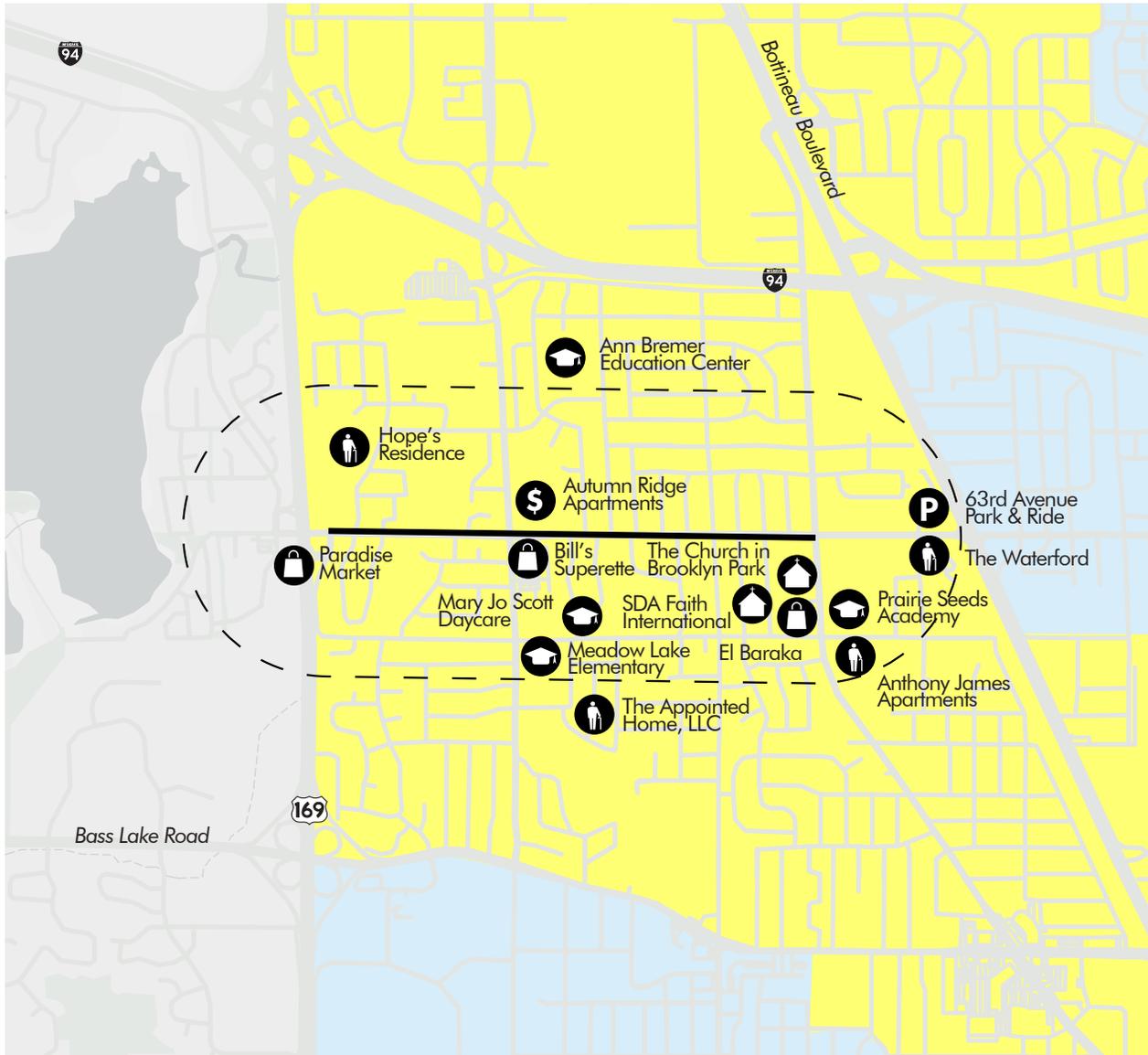


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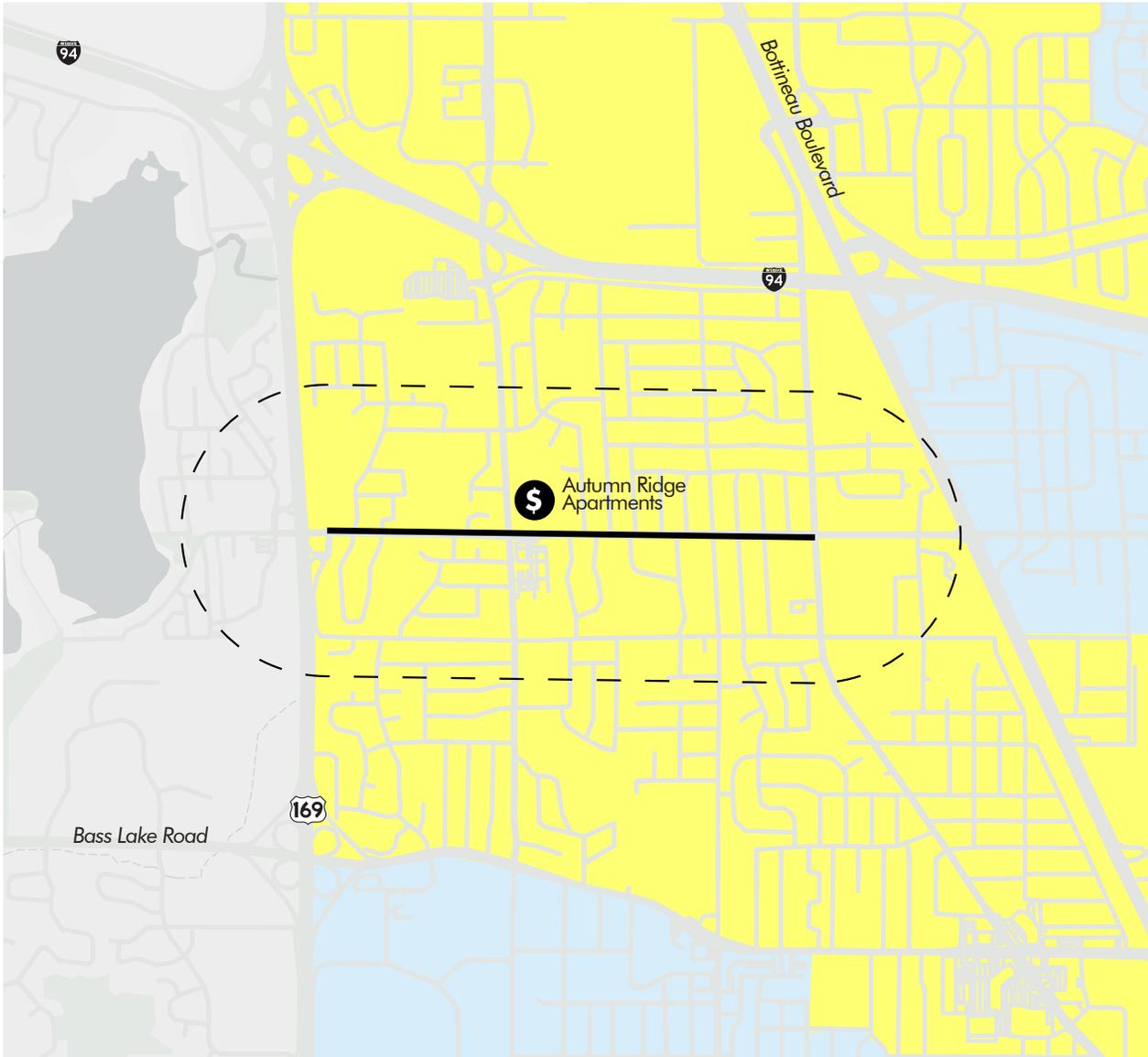




63rd Avenue Trail Equity Populations and Destinations

- Proposed project
- 1/2 mile project corridor
- Above regional average concentration of race / poverty
- Area of concentrated poverty > 50% residents of color
- School / daycare
- Place of worship
- Affordable housing
- Senior housing
- Grocery store





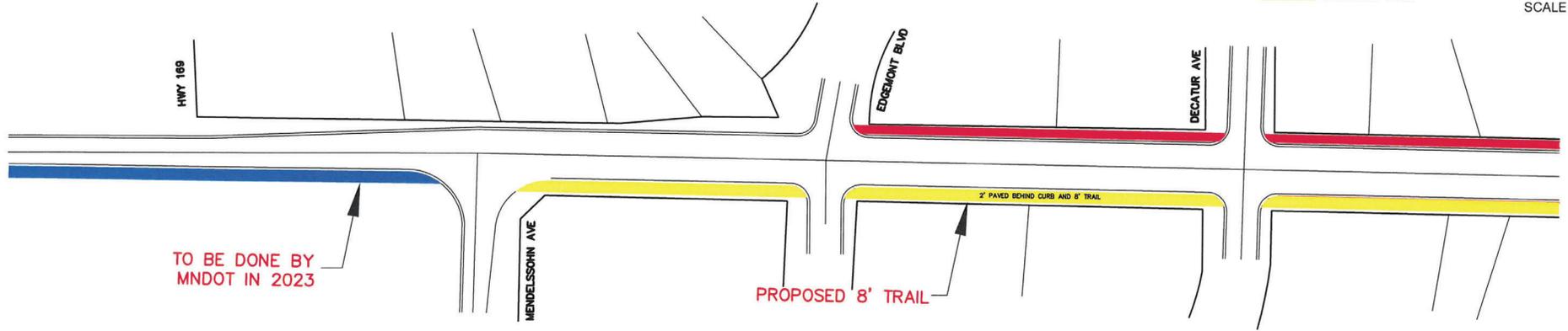
63rd Avenue Trail Affordable Housing

-  Proposed project
-  1/2 mile project corridor
-  Above regional average concentration of race / poverty
-  Affordable housing

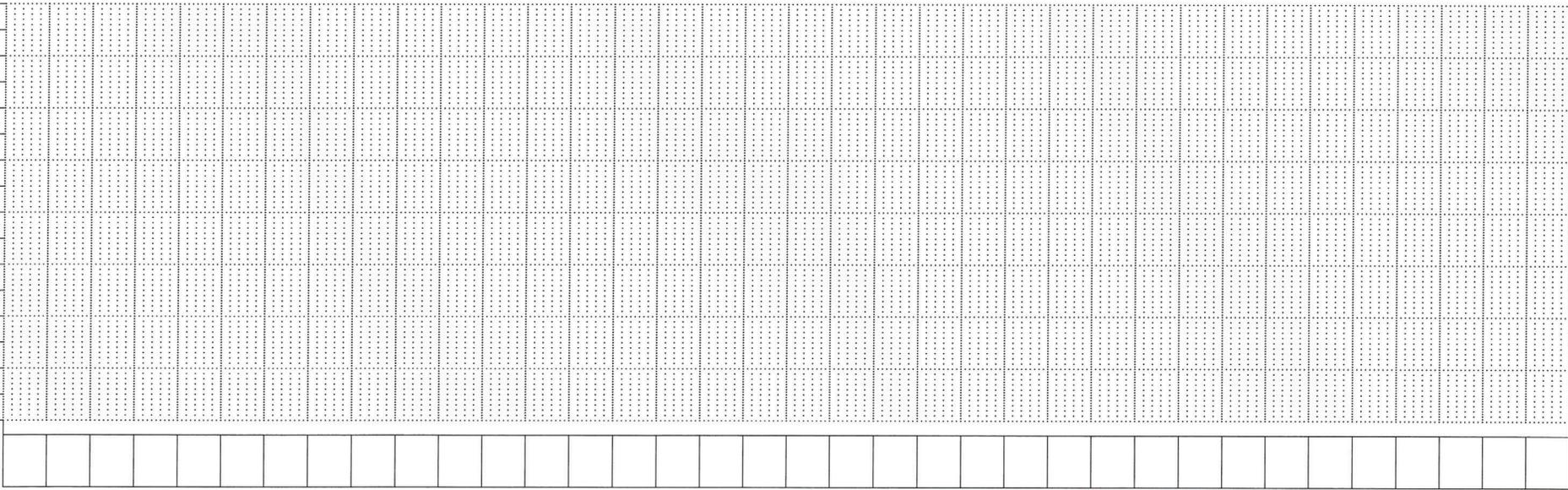


LEGEND

- MNDOT TRAIL PORTION
- PROPOSED SIDEWALK
- PROPOSED TRAIL



63RD AVE TRAIL

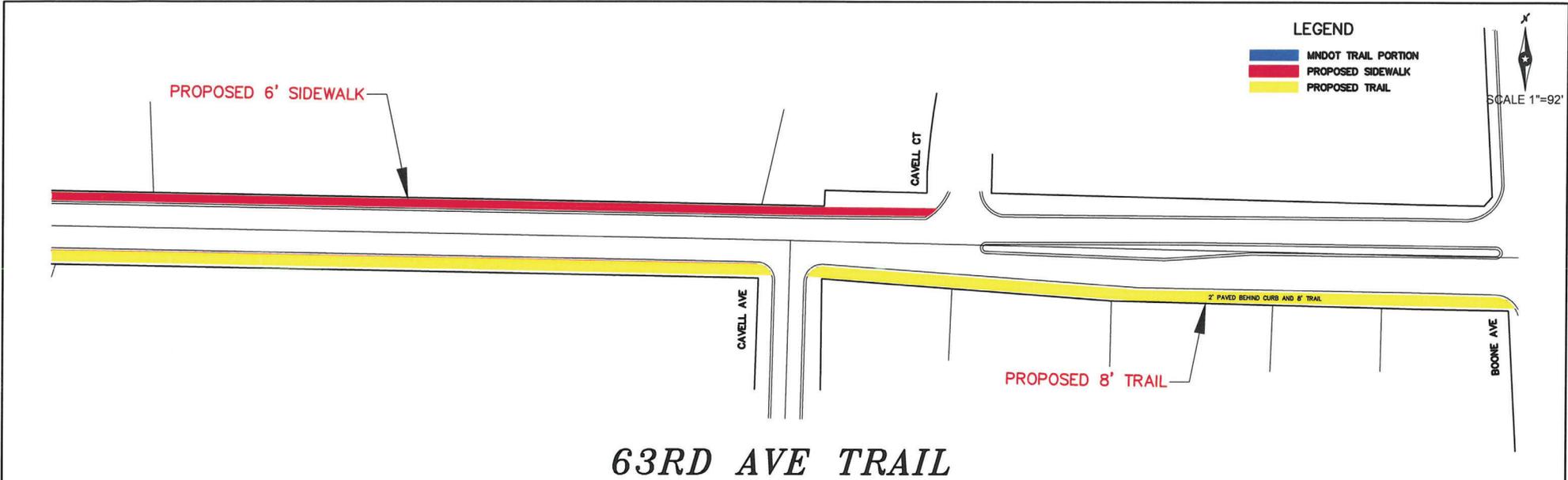


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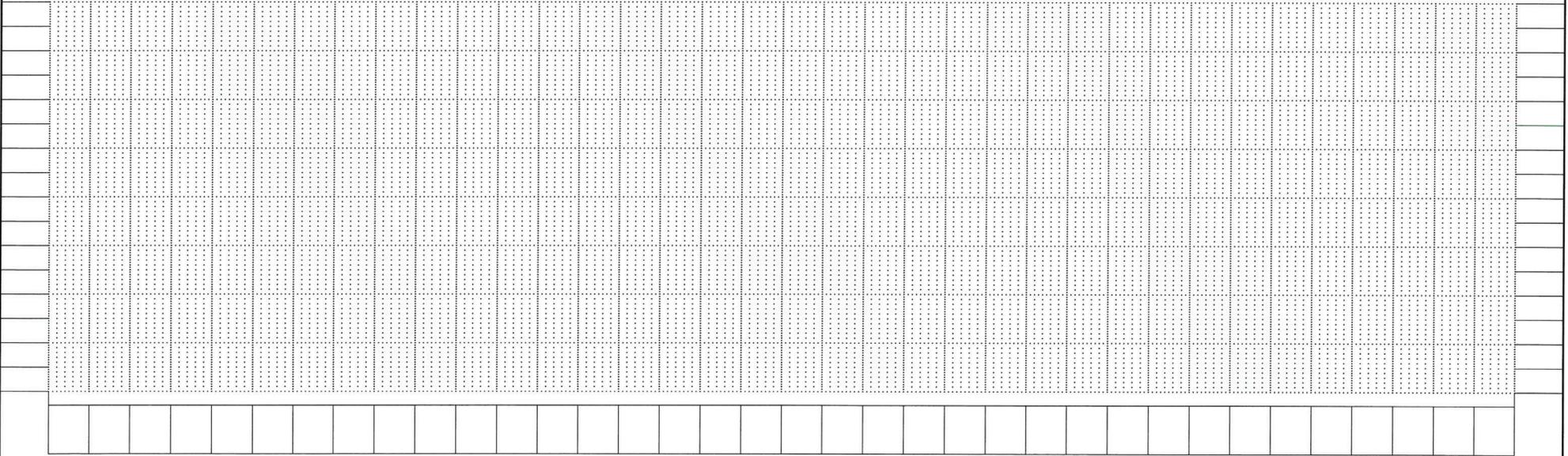
CITY OF BROOKLYN PARK
 ENGINEERING SERVICES DIVISION
 5200 85TH AVE. N.
 BROOKLYN PARK, MN. 55443
 PH# 763/493-8100
 Unique. United. Undiscovered. FAX# 763/493-8391

CAPITAL IMPROV. NO.	DRAWN BY	DATE APPROVED
DESIGNED BY	HORIZ. SCALE	
CHECKED BY	VERT. SCALE	

SHEET	
OF	



63RD AVE TRAIL

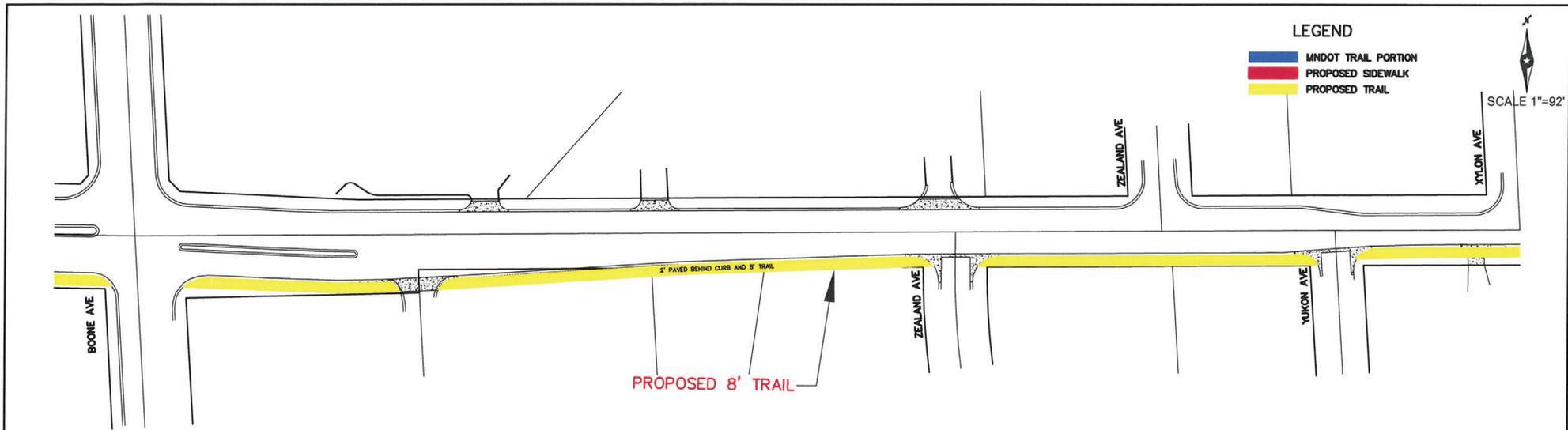


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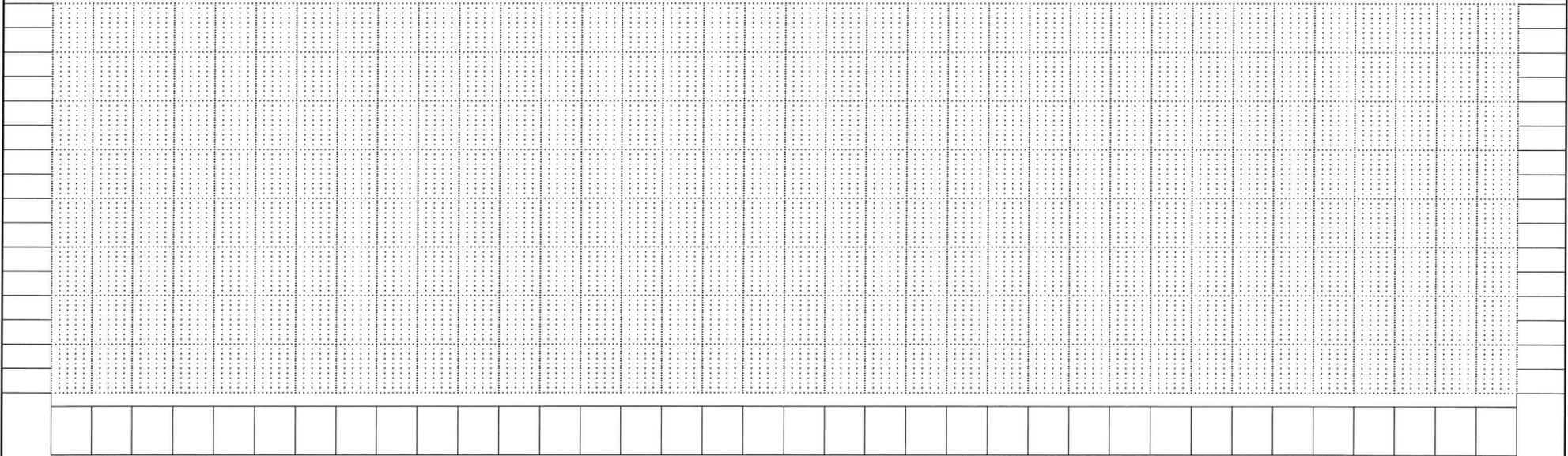
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63RD AVE TRAIL



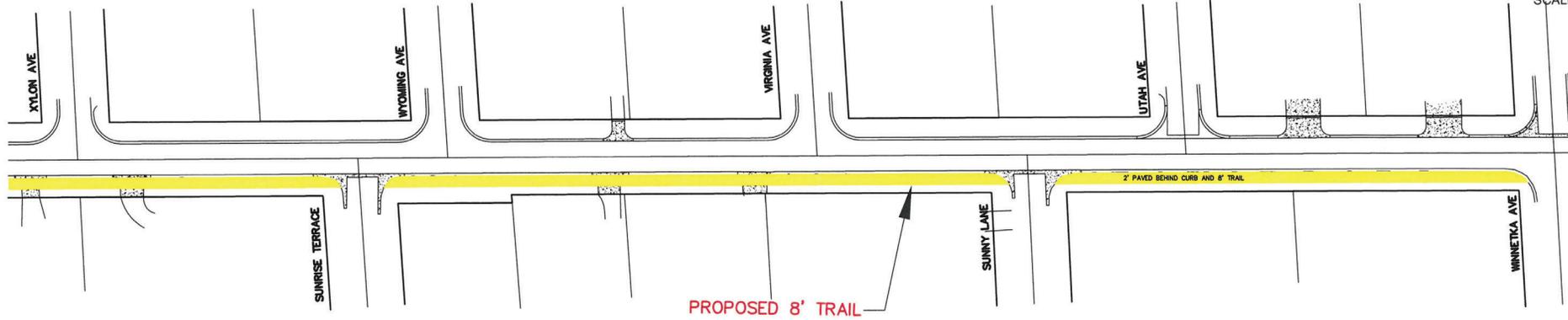
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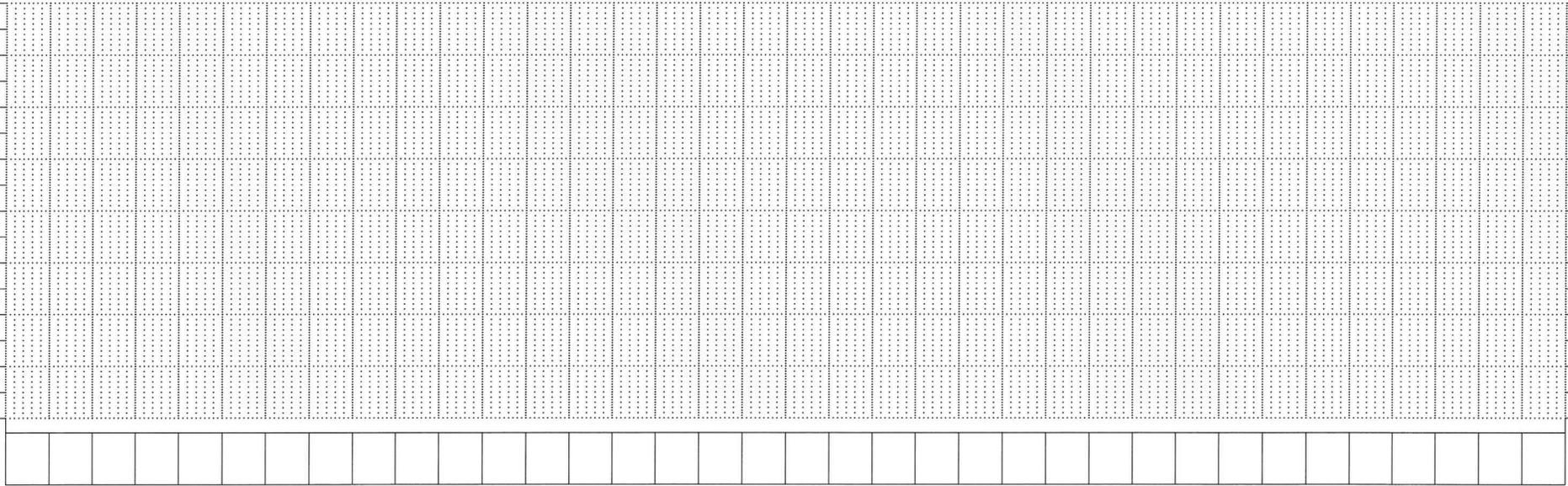
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	CHECKED BY	VERT. SCALE	

LEGEND

- MNDOT TRAIL PORTION
- PROPOSED SIDEWALK
- PROPOSED TRAIL



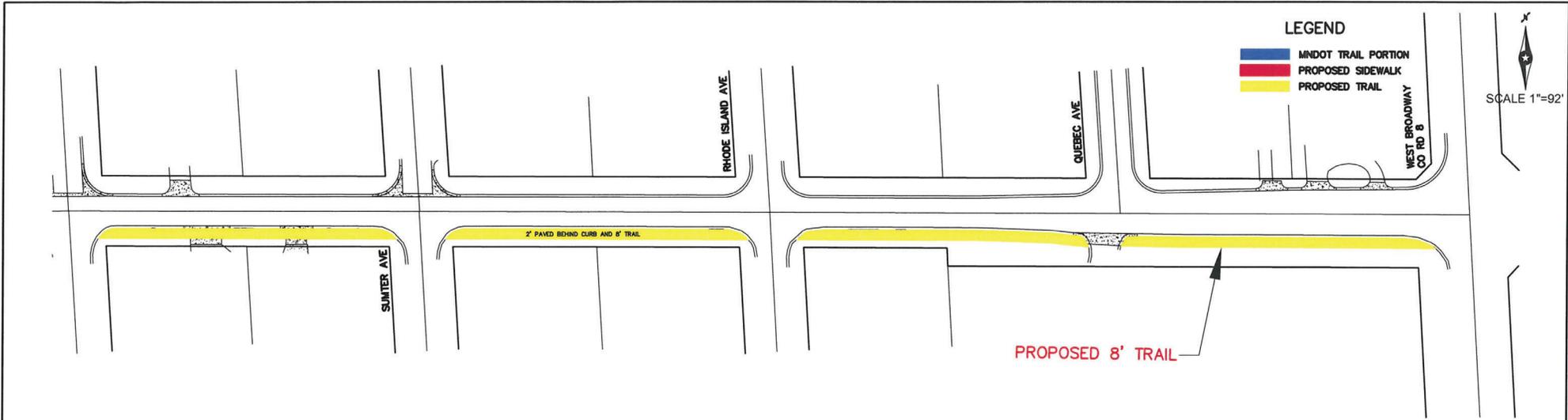
63RD AVE TRAIL



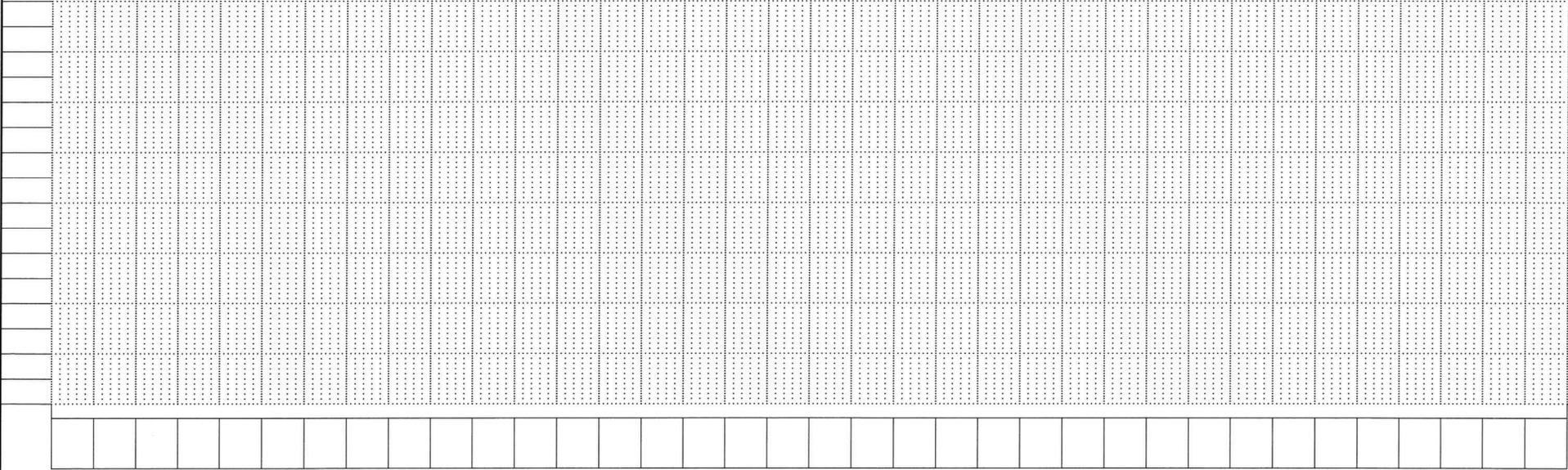
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	CHECKED BY	VERT. SCALE	

Existing Condition
63rd Avenue Multi-use Trail



Sidewalk Gap beginning at 63rd Avenue & Mendelssohn Avenue

Administrative Policy Number: O & M 3.25
Established: 01/01/80
Last Revision: 10/09/19
Originating Department: Operations & Maintenance

CITY OF BROOKLYN PARK

SNOW AND ICE CONTROL

I. PURPOSE

- 1.01 To outline policies and procedures regarding snow removal and ice control on streets, parking lots and sidewalks maintained by the City of Brooklyn Park.

II. POLICIES

- 2.01 The Operations & Maintenance Department will, in the execution of snow removal and all functions, promote harmonious relations with other departments and the public, and will provide expeditious and cost efficient operations.
- 2.02 City streets must be passable to allow normal traffic flow and emergency vehicles to respond to all areas within the City. In providing snow and ice control, the City endeavors to maintain adequate traction for vehicles properly equipped for winter driving conditions. The City, however, does not guarantee bare, dry pavement after each snowfall or that streets are totally free of ice and snow or driving hazards common to Minnesota winter weather.
- 2.03 The Police Department will monitor street conditions and advise the Operations & Maintenance Department of any hazardous or unusual conditions.
- 2.04 The Operations & Maintenance Department; Street Maintenance Division is responsible for performing snow and ice control of City streets. Snowplowing will generally begin within 24 hours of the start of the snowfall. This requires up to 12 hours of operations for a "normal" snowfall of two (2) to six (6) inches. Ice control will be performed whenever necessary, as per current procedures. The Street Maintenance Division will be augmented by personnel from the Park Maintenance Division and the Public Utilities Division as needs and personnel qualifications allow. Other personnel will be used when necessary to complete route manning.
- 2.05 The Operations & Maintenance Department; Street Maintenance Division plows snow from a designated public ROW arterial sidewalk and trail system as designated by an annual official map. This system does not include all sidewalks (see official map). In addition, City Code 96.28 requires an owner and/or the occupant of any property adjacent to a public sidewalk to keep sidewalks free from snow and ice. The City, however, does not guarantee that the designated arterial sidewalks will be free from walking hazards common to Minnesota winter weather.
- 2.06 The Operations & Maintenance Department; Park Maintenance Division plows snow from designated park trails, primarily to improve schools access and secondarily to

allow use of arterial trails, as designated by an annual official map. This does not include all park trails (see official map). Snowplowing will generally begin within 48 hours of the start of the snowfall. The City, however, does not guarantee that the designated park trails will be free from walking hazards common to Minnesota winter weather.

- 2.07 The Operations & Maintenance Department; Park Maintenance Division is responsible for snow removal of parking lots at City designated snow emergency facilities. These facilities are: City Hall, Police Facility, Fire Stations, Community Activity Center, Park Community Buildings (including sidewalks) and other park facilities (including sidewalks), and Water Treatment Plant.
- 2.08 The Operations & Maintenance Department; Central Services/General Public Buildings Section is responsible for sidewalk/entrance snow and ice control at designated facilities. These facilities in priority order are: City Hall, Police Facility and Fire Stations.
- 2.09 The Operations & Maintenance Department; Central Services/Community Activity Center Section is responsible for sidewalk snow removal and ice control and minor snow removal of the parking lot at the CAC.
- 2.10 The Operations & Maintenance Department; Central Services/Equipment Section is responsible for initial snow plowing, snow removal and cleanup of the Maintenance Facilities parking and fuel system areas. Incidental sidewalk/entrance snow and ice control at Building A will be by Central Services/Equipment and Buildings, at Building B by Park Maintenance and Building C by Public Utilities/ Maintenance.
- 2.11 The Operations & Maintenance Department; Public Utilities/Water Plant Section is responsible for incidental snow removal of the parking lot and sidewalk/entrance snow and ice control at the Water Treatment Plant.
- 2.12 The Recreation & Parks Department; Edinburgh Golf Course Division is responsible for parking lot snow removal and sidewalk/entrance snow removal and ice control at the Edinburgh Club House and Maintenance Building.
- 2.13 The City will make reasonable and good faith efforts to maintain these designated parking lots and sidewalks in useable condition. The City, however, does not guarantee that these parking lots and sidewalks will be free from driving and walking hazards common to Minnesota winter weather.
- 2.14 City Code 72.11 prohibits parking on any public street after a snowfall of two (2) inches or more in depth (determined by Operations & Maintenance Department personnel) until the snow has been plowed from curb to curb. City Code 72.08 also

prohibits parking on any street between 2 AM and 5 AM from October 15 to April 15. Parking ordinance warning signs have been installed at the corporate limits of major thoroughfares and major arterial street intersections. Vehicles may be tagged and towed to allow snow and ice control.

- 2.15 Minnesota Statutes 160.27 and 169.42 prohibit depositing snow onto public roadways. Placing snow onto a public roadway can subject a person to civil liability if a road hazard, such as a slippery area, frozen rut, or bump occurs and causes a traffic accident.
- 2.16 MAILBOXES - Individual residential mailboxes damaged during snow removal will not be authorized for repair, unless there is physical evidence that the snow removal vehicle actually hit the mailbox. If, due to snow build-up on the boulevards, mailboxes are tipped or knocked over from the weight of the snow, it shall be the responsibility of the property owner to repair or replace the mailbox. If the City is responsible, the City will reimburse the owner up to \$40.00 for materials purchased for repairs (materials only - no labor). Residents are responsible for keeping the mailbox cleared of snow for Post Office deliveries. The Finance & Administrative Services Department will review and administrate damage claims in coordination with the Operations & Maintenance Department.
- 2.17 SPRINKLER HEADS – Sprinkler heads damaged by direct contact from a city snow plow will be reimbursed a maximum of \$25.00 per sprinkler head for materials purchased.
- 2.18 SOD - Sod damaged during snow removal will be repaired the following Spring using the following methods:
 - o The Street Maintenance Division will repair the damage using black dirt and grass seed.
 - o The property owner may elect to do the repair work using commercial sod. The City will reimburse the property owner for sod purchased (material only - no labor). The reimbursement must be approved by the Operations & Maintenance Department prior to the property owner doing any corrective work or purchasing any sod.
- 2.19 BOULEVARD INTRUSIONS - City Code prohibits intrusions in boulevards on street public right-of-way (R.O.W.) without City approval. This includes structures and items such as landscape boulders, posts and fences, improperly positioned mailboxes, masonry structures, timbers, stakes and other substantial objects or loose materials within the street R.O.W. These intrusions can damage snowplow equipment or become damaged by the weight of snow or equipment contact. Intruding items in the boulevard (R.O.W.) are not replaced or repaired by the City if damaged.

- 2.20 GARBAGE/RECYCLING - Efficient snow plowing requires that garbage and recycling containers be accessible for pick-up and placed off street to allow snow removal. The container(s) may have to be placed in the driveway to meet both of these requirements. It is the responsibility of the resident to see that the container(s) is not in the way of the street or sidewalk snowplow and is also in a spot accessible to the garbage and recycling truck(s).
- 2.21 FIRE HYDRANTS - Fire hydrants are critical to minimize the potential losses involved in any fire. After major snow build-up in boulevards, the Operations and Maintenance and Fire Departments attempt to clear access to critical hydrants as personnel availability allows. Residents are encouraged to assist the City by clearing hydrants near their property. If possible, they should be cleared five (5) feet on each side to allow Fire Department access.

III. PROCEDURES

- 3.01 Street condition monitoring and snow emergency coordination:
- a. The Police Department patrol will monitor street conditions and snowfall amount. When conditions warrant, the Police Department will notify the Street Maintenance Superintendent or other designee.
 - b. The Street Maintenance Superintendent or his designee, after notification by the Police, or by a decision based on weather forecasts or obvious conditions, is responsible for notification of all necessary maintenance personnel to accomplish snow removal and/or ice control.
 - c. If sand/salt trucks are used, they shall check in and out with Police Department receptionist so that operations can be coordinated.
 - d. The Street Maintenance Superintendent or his designee will notify the Police Department shift supervisor and/or Police Department receptionist as soon as possible after a decision to plow is made, and will decide which areas should be prioritized for towing if necessary.
 - e. The Police Department shall arrange for notification of the City towing contractor(s) and coordinate all towing operations, impounding and vehicle release.
 - f. When snow plow operations overtake the impounding vehicles the Police Department shift supervisor shall contact the Street Maintenance Superintendent or his designee and a joint decision made to continue, change locations, or halt towing operations.

3.02 Street ice control:

- a. Ice control will be accomplished by distributing salt or a sand/salt mixture when determined necessary by Police Department patrol or Operations & Maintenance Department. The basic priorities are as follows:
 1. All locations where designated City arterial routes intersect with each other or with County or State Highways.

School pedestrian crossings as required.

Bridge decks.
 2. Local street intersections having higher than average traffic volumes or streets having hills or curves.
 3. Stop signs other than the two categories above.
 4. Conditions deemed by equipment operators or police patrol to be hazardous.
- b. Specific street ice control procedures will be as per Operations & Maintenance Department Directive 91-09.

3.03 Street snow control:

- a. Operations & Maintenance Department personnel will be alerted when two (2) inches of snow have accumulated and snow continues to fall. The normal start time for snow emergency plowing operations is 2 a.m., or as soon as the majority of the snow has fallen and following day(s) clean-up as required. Major accumulations will require additional plowing of arterial streets during "rush hours", etc., to allow vehicle travel.
- b. Given equal snow conditions, designated arterial routes (see official map) will be plowed first. Arterial routes are established to have an "early-plowed" route within approximately one-fourth mile of each residence. State and County highways are part of the arterial route plan.
- c. Specific street snow control procedures will be as per Operations & Maintenance Department Directive 91-09.

3.04 Sidewalk arterial system snow control:

- a. Designated arterial sidewalk plowing will normally start approximately one (1) hour after street plowing begins. Snow control will be snow removal only, no salt/sand will be applied. Emphasis will be as per the annual route map; follow-up passes will be made to maintain passable travel.

- b. Specific arterial sidewalk snow control procedures will be as per Operations & Maintenance Department Directive 91-09.

3.05 Park designated trails snow control:

- a. Designated park trails snowplowing will normally start approximately 48 hours after the start of a “normal” snow fall. Snow control will be snow removal only, no salt/sand will be applied.
- b. Specific park trail snow control procedure will be as per Operations & Maintenance Department Directive 98-03.

3.06 City designated facilities snow and ice control:

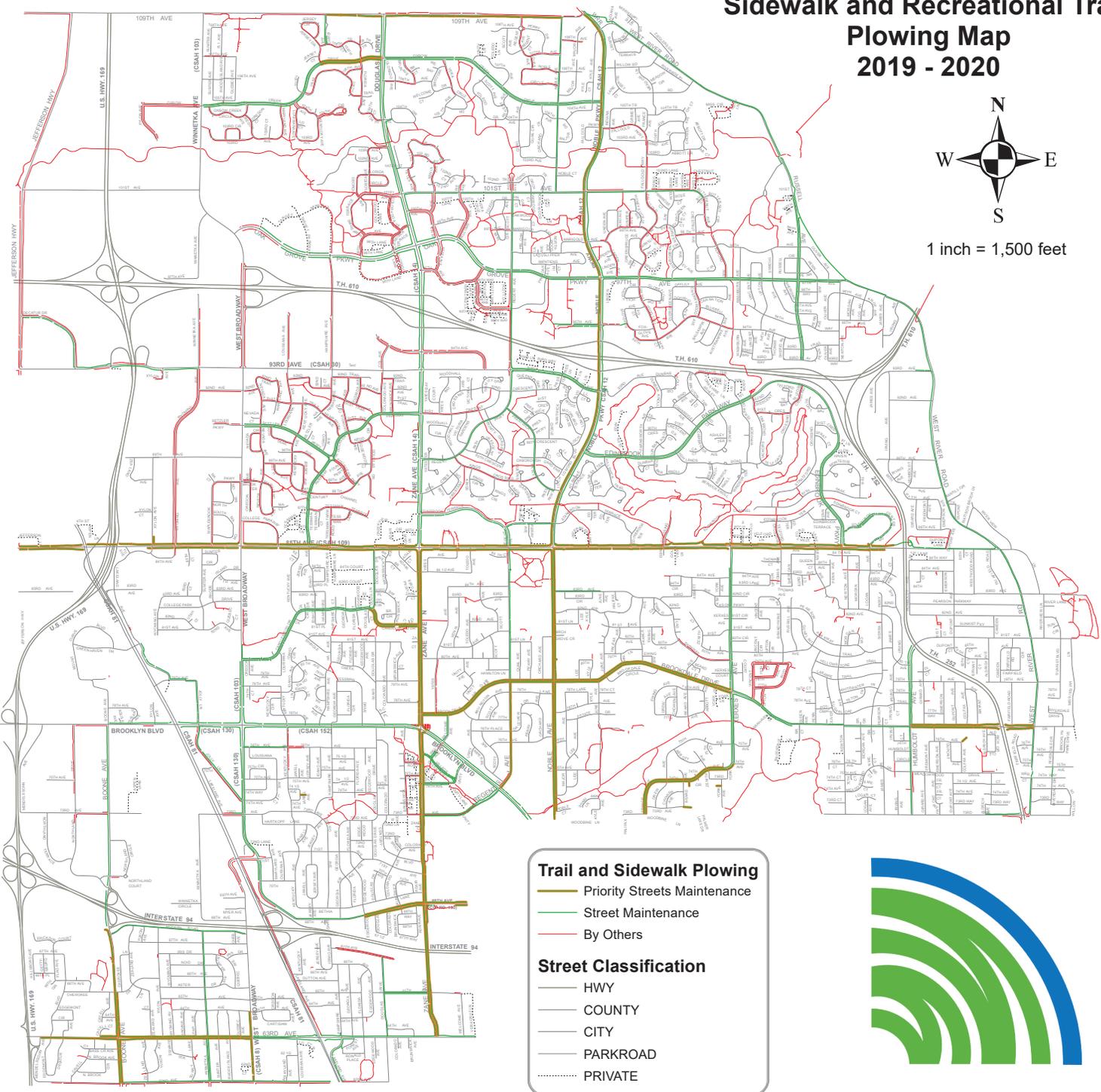
- a. The Operations & Maintenance Department; Park Maintenance Division will plow snow from parking lots and assigned park facilities sidewalks when notified by the Police Department or by a decision based on weather forecasts or obvious conditions. Park Maintenance Division personnel will facilitate sidewalk snow removal in cooperation with Central Services Division, Edinburgh and Police personnel.
- b. The Street or Park Maintenance Division will salt/sand parking lots when necessary/requested.
- c. Specific designated facilities snow and ice control procedures will be as per Operations & Maintenance Department Directives 91-09, 92-03 and 98-03.

- ATTACHMENTS:
- 1. Street Snowplow Routing Map
 - 2. Sidewalk Snowplow Routing Map
 - 3. Parking Ordinance Warning Sign Location Map
 - 4. Park Trail Snowplow Routing Map

Sidewalk and Recreational Trail Plowing Map 2019 - 2020



1 inch = 1,500 feet



Trail and Sidewalk Plowing

- Priority Streets Maintenance
- Street Maintenance
- By Others

Street Classification

- HWY
- COUNTY
- CITY
- PARKROAD
- - - - - PRIVATE



O&M Maintenance
Date: 10/11/2019

Project Summary

63rd Avenue Multi-use Trail



Applicant – City of Brooklyn Park

Project Location –63rd Avenue between Mendelssohn Avenue and West Broadway in Brooklyn Park, Hennepin County

Total Project Cost – \$930,000

Requested Federal Dollars - \$744,000

Project Description:

The proposed project will construct a multiuse trail along 63rd Avenue between Mendelssohn Avenue and West Broadway Avenue. This segment was identified through the Bottineau Community Works' extensive engagement as a key bicycle and pedestrian corridor to promote health equity as part of the METRO Blue Line LRT Extension.



- Improves the area's livability, supports active living and provides a non-motorized transportation option for those without access to a vehicle;
- Enables car-free trips to existing and future recreation amenities including Eagle Lake Regional Park in Maple Grove, Crystal Lake Regional Trail, Shingle Creek Regional Trail, Rush Creek Regional Trail, Twin Lakes Regional Trail promoting equitable access to natural resources; and
- Improves continuity between jurisdictions by providing a continuous facility to Maple Grove and their existing trail system to the west, and Brooklyn Center to the east. In combination with the regional trail network, the project connects these communities to Osseo, Maple Grove, Robbinsdale, Golden Valley, Minneapolis, and beyond.

Proposed project elements include:

- Creating an 8-foot, protected, multiuse trail from Mendelssohn Avenue to West Broadway Avenue on the south side of 63rd Avenue;
- Connecting to a planned 8-foot trail at Mendelssohn Avenue as part of MnDOT bridge replacement project in 2023 which will provide a continuous facility across 169;
- Linking to the recently constructed 8-foot trail on the north side of 63rd Avenue between West Broadway Avenue and Louisiana Avenue, which will connect with the planned 10-foot trail from Louisiana Avenue to CSAH 81 as part of LRT station area construction; and
- Filling the sidewalk gap with a 6-foot sidewalk on the north side of 63rd Avenue from Edgemont Boulevard to Cavell Court.

Project benefits include:

- Provides a safe and comfortable corridor for all ages, abilities, and travel modes;
- Links to four existing transit routes and connects to bicycle and pedestrian facilities at the future LRT 63rd Avenue station (existing park and ride facility);
- Increase transit ridership service area by enabling 'last mile' trips by bike or foot;
- In combination with future LRT station facilities, continues onto the existing Crystal Lake Regional Trail / CSAH 81 (Tier 1 alignment), which will connect with the Grand Rounds Trail, providing a direct, protected route to employment hubs in Golden Valley and Downtown Minneapolis;

Existing Conditions:



Sidewalk Gap beginning at 63rd Avenue & Mendelssohn Avenue



Cyclist shares lane with vehicular traffic at 63rd Avenue & West Broadway Avenue