



Application

13875 - 2020 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

13987 - ADA Retrofits at various county intersections to complement BRT/LRT Projects

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 05/14/2020 6:16 PM

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## Primary Contact

**Name:\*** JORDAN KOCAK  
Salutation First Name Middle Name Last Name

**Title:** Pedestrian and Bicycle Coordinator

**Department:**

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**\*:** MINNEAPOLIS Minnesota 55415-1843  
City State/Province Postal Code/Zip

**Phone:\*** 612-543-3377  
Phone Ext.

**Fax:**

**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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## 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 55340  
City State/Province Postal Code/Zip  
**County:** Hennepin  
**Phone:\*** 763-745-7600  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000028004A9

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## Project Information

**Project Name** Accessibility improvements to complement BRT/LRT projects  
**Primary County where the Project is Located** Hennepin  
**Cities or Townships where the Project is Located:** Minneapolis  
**Jurisdictional Agency (If Different than the Applicant):**

This project will replace or install new accessible pedestrian ramps at various intersections, spot pedestrian safety improvements and accessible pedestrian signals at signalized intersections of Glenwood Avenue (CSAH 40) in Minneapolis to improve access to Metro Transit C Line arterial bus rapid transit 0.25 mile north, the Green Line Bryn Mawr station 0.5 mile south and corridor destinations. When the Blue Line light rail transit extension (Bottineau LRT) is constructed, it will follow the current C Line alignment and the C Line would move to Glenwood Avenue. The project would then serve three METRO lines in an area of concentrated poverty.

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

This 0.9-mile segment of A-Minor Reliever carries about 5,900 motor vehicles per day, 80 people biking per day (average over the year; more in good weather) and 230 pedestrians per day at Penn Avenue. The roadway configuration has two general lanes and buffered bike lanes with variable on-street parking.

The project will improve pedestrian access to transit, employment in downtown Minneapolis, two schools and community assets in an area with low access to motor vehicles, high poverty rates and high reliance on transit.

See Attachment 1 for a further summary, Attachment 2 for a location map and Attachment 3 for example photographs.

*(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.**

**Project Length (Miles)**

*to the nearest one-tenth of a mile*

CSAH 40 Glenwood Avenue from Penn Avenue (CSAH 2) to Bryant Avenue, construct or reconstruct accessible pedestrian ramps and install accessible pedestrian signals

0.9

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## 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 \$265,000.00

*Minimum of 20% of project total*

Project Total \$1,265,000.00

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

Match Percentage 20.95%

*Minimum of 20%*

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

Source of Match Funds Hennepin County

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

### Preferred Program Year

Select one: 2024

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

### Additional Program Years:

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

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## Project Information

County, City, or Lead Agency Hennepin County

Zip Code where Majority of Work is Being Performed 55405

(Approximate) Begin Construction Date 05/14/2024

(Approximate) End Construction Date 08/28/2024

Name of Trail/Ped Facility: CSAH 40 Glenwood Avenue

*(i.e., CEDAR LAKE TRAIL)*

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

From:  
(Intersection or Address) Penn Avenue (CSAH 2)

To:  
(Intersection or Address) Bryant Avenue North

*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): 0

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 0

Is this a new trail?

No

Primary Types of Work

ADA

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):

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## 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.

Goal C, Access to Destinations, Strategy C4, Page 2.14, Regional transportation partners will promote multimodal travel options... on corridors served by regional transit service.

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

Goal C, Access to Destinations, Strategy C17, Page 2.24, Regional transportation partners will provide or encourage ... transportation choices ... for pedestrians and people with disabilities.

(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.

Hennepin County Transition Plan, pages 2 and throughout <https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.pdf>

**List the applicable documents and pages:**

Hennepin County Pedestrian Plan, Goal Increase Walking for Transportation, strategy 2.2B page 37, Identify and prioritize pedestrian improvements to enhance the pedestrian environment at transit stops and along common routes to LRT and BRT Stations. <https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf?la=en>

*(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.*

**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:** \$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:** 08/28/2015

Link to plan:

<https://www.hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-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

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## 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.**

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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$62,500.00
Removals (approx. 5% of total cost)	\$62,500.00
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)	\$125,000.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$25,000.00
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	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$275,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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)	\$815,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$85,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$90,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$990,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
<b>Totals</b>	<b>\$0.00</b>

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### 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	\$1,265,000.00
Construction Cost Total	\$1,265,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	10117
Existing Post-Secondary Enrollment Within One-Half Mile:	1385
Upload Map	1587641767365_RegionalEconomyGlenwood.pdf

*Please upload attachment in PDF form.*

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### Measure A: Population Summary

Existing Population Within One-Half Mile	16170
Upload Map	1587641847767_PopulationEmploymentGlenwood.pdf

*Please upload attachment in PDF form.*

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### 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.*

This project to make 0.9 miles of Glenwood Avenue (CSAH 40) in Minneapolis accessible to all pedestrians is expected to improve the quality of life of many along the corridor, especially those with vision impairments and limited mobility.

Senior and affordable housing is found along the corridor, and transit is readily available (Route 9, C Line arterial bus rapid transit, Green Line extension and Blue Line extension light rail under consideration).

The corridor is quite livable and affordable, but accessibility deficiencies make it difficult or impossible to use for those who are not able-bodied. This project will retrofit pedestrian ramps, accessible pedestrian signals and evaluate adding safety improvements such as bumpouts to make the corridor usable by all. The project will improve access to the Minneapolis Farmers Market, which accepts SNAP payments, on Lyndale Avenue 1,800 feet east of the project. See Attachment 4 for a map of destinations.

**Response:**

The project is in an area of concentrated poverty where people of color make up more than 50 percent of the population.

Hennepin County is seeking this federal funding to accelerate implementation of its Americans with Disabilities Act Transition Plan. Hennepin County has not begun community consultation yet, as it typically does not want to create expectations that it cannot meet without external funding.

Hennepin County has made equity and disparity reduction a priority in the past five years, having created a Disparity Reduction line of business and a Race Equity Advisory Council. The county evaluates potential projects for its capital improvement program for equity among a variety of

characterizations, including race, income, motor vehicle availability, mobility and transportation mode.

Hennepin County will create a community consultation process for this project that ensures both the process and the outcome are equitable among multiple axes. The county's dedicated community engagement team will assist in ensuring the process responds to community needs, adheres to Hennepin County's values and follows best practices of the International Association for Public Participation.

The corridor was identified by community members as in need of accessibility improvements as part of Blue Line extension (Bottineau) light rail engagement, C Line engagement and in engagement for a recent overlay of the road surface. Hennepin County's 2013 pedestrian plan identifies the corridor as a high priority (see Attachment 5). The project also is in line with the county's complete streets policy enacted in 2009, see Attachment 6.

*(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.*

This project to retrofit pedestrian ramps and accessible pedestrian signals on 0.9 miles of Glenwood Avenue (CSAH 40) in Minneapolis will make the roadway safer and more accessible for pedestrians in an area with a large population of people with lower incomes, people of color, seniors and people without access to private motor vehicles. It will provide access to Route 9, the C Line arterial bus rapid transit 0.25 mile north of the corridor, the Green Line extension station 0.5 mile away and the Blue Line light rail transit extension should it materialize.

The corridor includes many community resources that help address inequity and its results, including:

Metro Senior Center, caring for seniors in the Hmong, Laos and Thai communities

River Bend Education Center, a K-8 school for students who have significant emotional, behavior and mental health needs that adversely affect their academic and social progress

Harrison High School

1,004 housing units affordable at 60 percent of median income or lower within 0.5 mile

The project will make access to regional investment in the C Line, Green Line and Blue Line extensions more equitable by making the corridor usable by people with limited mobility and impaired vision and more easily navigated by people who are able-bodied.

**Response:**

*(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:**

This project to install accessible pedestrian ramps and accessible pedestrian signals on Glenwood Avenue in Minneapolis was selected specifically to benefit these populations and is not expected to have significant negative effects beyond temporary construction impacts. In addition, the contractor will be required to follow the temporary pedestrian control plans to ensure people walking will have a route available during construction.

Hennepin County will take care to minimize any impacts, including creating safe pedestrian detours, completing the work rapidly and minimizing noise.

*(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):** Yes

**Project located in Area of Concentrated Poverty:**

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

**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

1589496888862\_GlenwoodSocioeconomic.pdf

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## 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
Minneapolis	0.9	1.0	100.0	100.0

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## Total Project Length

Total Project Length 0.9

Project length entered on the Project Information - General form.

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## Housing Performance Score

Total Project Length (Miles) or Population 0.9

Total Housing Score 100.0

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## Affordable Housing Scoring

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## 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 accessibility retrofits along 0.9 mile of Glenwood Avenue (CSAH 40) in Minneapolis will connect residents with crucial destinations throughout the region by providing access to the C Line arterial bus rapid transit, the Green Line LRT extension and potential future Blue Line extension light rail. The project will improve local pedestrian accessibility that makes a place livable, especially for people with vision impairment and limited mobility, by adding accessible pedestrian signals, countdown timers, potentially bumpouts and high visibility markings.

The project will retrofit pedestrian ramps to be accessible and will upgrade existing traffic signals with accessible pedestrian signals. People with limited mobility and vision impairments are more likely to have lower incomes and have more difficulty finding affordable housing in environments that provide their mobility needs. This project in the Harrison neighborhood will add accessibility to an area that already has affordable housing and transit in place, leveraging existing community resources.

**Response:**

The HousingLink inventory referred to in the application guidance lists 1,004 units affordable at 60 percent of median income or lower within 0.5 mile of this project.

East of the corridor are several destinations pertinent to emergency housing and addressing homelessness -- Harbor Light Center, the state's largest homeless outreach center 0.5 mile away; offices of The Link, which helps youth and families survive poverty and social injustice; Higher Ground Catholic Charities, a shelter 1,300 feet east of the corridor; Metro Senior Center, which provides senior day services in the Hmong, Laos and Thai communities; and River Bend Education Center, which serves K-8 students who have significant emotional, behavior and mental health needs that

adversely affect their academic and social progress; and the Minneapolis Farmers Market 1,800 feet east, which accepts SNAP payment for healthful, fresh food. See Attachment 7 for a map of nearby affordable housing.

*(Limit 2,100 characters; approximately 300 words)*

**Upload map:**

1589497826435\_Attachment 07 - Affordable Access Housing Map.pdf

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## **Measure A: Gaps, Barriers and Continuity/Connections**

The accessibility retrofits along Glenwood Avenue (CSAH 40) in north Minneapolis will fill gaps and connect system segments in the pedestrian network 0.25 mile from Metro Transit's C Line arterial bus rapid transit, 0.5 mile from a Green Line extension station, 0.25 mile from the future Blue Line extension and along Metro Transit Route 9. Substandard and non-compliant curb ramps and signals at intersections pose a challenge and barrier for pedestrians, especially those with vision impairments and 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 wheelchairs and other mobility devices. Non-compliant facilities have a negative impact on the mobility and access of many county residents, especially those who rely on bus and light rail transit. The retrofits along Glenwood Avenue address these network gaps by identifying and upgrading curb ramps along county roadways that connect to the C Line, Green Line LRT extension under construction and the Blue Line extension (Bottineau light rail).

**Response:**

Making this corridor compliant has multiple benefits. Locally, formerly non-compliant facilities have independent utility, allowing residents to move about their communities; making possible local trips for shopping, socializing, recreation and more. At a regional level, focusing on deficient facilities within the watershed of BRT and LRT stations increases the regional mobility and access for those living in communities adjacent the transit. Making stations safer and easier to access increases the likelihood that residents are willing and able to walk, roll or bike to a transit station and that they view transit as a viable option in the first place. By addressing these pedestrian network gaps the C Line, Green Line extension and potential Blue Line extension connect residents, many of whom are people of

color and low-income populations, to the destinations they need across the region. See Attachment 8 for a map of multimodal connections.

*(Limit 2,800 characters; approximately 400 words)*

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## **Measure B: Project Improvements**

The accessibility retrofits and pedestrian safety improvements along 0.9 mile of Glenwood Avenue (CSAH 40) in the Metro Transit C Line walkshed project will address deficiencies and safety related to curb ramps and accessible pedestrian signals at intersections along or intersecting a county roadway. The project will identify non-compliant curb ramps at various intersections on county roadway in the walkshed of the Metro Transit C Line station areas, the Green Line extension and the future Blue Line extension. The C Line is 0.25 mile north of Glenwood Avenue; should the Blue Line extension get built on the current C Line alignment (TH 55 here), the C Line is planned to move to Glenwood Avenue.

**Response:**

This is a deficiency because compliant curb ramps are required by federal law and non-compliant facilities 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 often result in people using wheelchairs traveling in the roadway to pass an intersection or to attempt to cross the intersection from a location other than the crosswalk. Additionally, non-compliant curb ramps can cause those using wheelchairs to enter an intersection at a hazardous speed or angle that the person is not able to control. Non-compliant curb ramps are also a deficiency 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 a poor angle, traveling into an area of the roadway outside of the crosswalk, creating less safe and unpredictable conditions for the pedestrian and people in vehicles. Accessible curb ramps and

signals will allow those with mobility issues and vision impairments to safely cross intersections, move more easily and safely in their communities and to access the regional transit network.

The project corridor had 4 reported pedestrian/motor vehicle crashes from 2010 to 2019 and 5 reported bicycle/motor vehicle crashes from 2010 to 2019.

*(Limit 2,800 characters; approximately 400 words)*

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## **Measure A: Multimodal Elements and Connections**

The accessibility retrofits along Glenwood Avenue (CSAH 40) provide multimodal connections by creating accessible pedestrian routes to and from the C Line arterial bus rapid transit 0.25 mile north on TH 55, a Green Line extension station 0.5 mile south and Metro Transit Route 9. When the Blue Line extension (Bottineau LRT) is constructed, LRT would extend along TH 55 and the C Line would shift to Glenwood, creating two major METRO system lines within 0.25 mile of the project and the Green Line extension station 0.5 mile away.

First and last mile connections are an important function of any transit network. Users of a transit system need 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 motor vehicle parking at transit stations when the users of the system are arriving at the transit station via modes other than single occupancy vehicle.

**Response:**

Providing a cohesive, connected and accessible sidewalk network is a major factor in increasing connectivity to transit stations for people walking. Accessible 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.

Glenwood Avenue has existing buffered bike lanes in this segment. People using wheelchairs today sometimes use the bike lanes rather than sidewalks because of the accessibility deficiencies this project will address. Separating these modes that operate

at a relatively high speed differential will improve the safety and operation of both modes. See Attachment 8 for a map of the project's multimodal connections and Attachment 9 for the project's relationship with the Regional Bicycle Transportation Network.

*(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.**

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**

05/14/2022

### 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**

50%

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

25%

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

Yes

0%

**Anticipated date or date of acquisition**

11/11/2022

### **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:

Meeting with partner agencies:

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.

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. Yes

25%

No outreach has led to the selection of this project.

0%

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

Residents identified the need for accessibility improvements on Glenwood Avenue (CSAH 40) during community consultation for the C Line, Bottineau light rail extension and in preparation for a recent overlay of the road surface. Hennepin County prioritized this corridor and chose to apply for regional funding because of the investments in the nearby C Line and Green line, the magnitude of the need, the community's reliance on transit, the rate of motor vehicle ownership and poverty status.

The project will begin community consultation after funding is identified. The process will be designed by dedicated outreach and engagement staff at Hennepin County.

---

## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$1,265,000.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$1,265,000.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	55 KB
Attachment 01 - Project Summary.pdf	Attachment 01 - Project Summary	182 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	1.6 MB
Attachment 03 - Photos of Existing Conditions.pdf	Attachment 03 - Photos of Existing Conditions	1.7 MB
Attachment 04 - Socio Economic Equity Map.pdf	Attachment 04 - Socio Economic Equity Map	515 KB
Attachment 05 - Hennepin County Pedestrian Plan (2013).pdf	Attachment 05 - Hennepin County Pedestrian Plan (2013)	3.5 MB
Attachment 06 - Hennepin County Complete Streets Policy.pdf	Attachment 06 - Hennepin County Complete Streets Policy	1.1 MB
Attachment 07 - Affordable Access Housing Map.pdf	Attachment 07 - Affordable Access Housing Map	929 KB
Attachment 08 - Multimodal Connections Map.pdf	Attachment 08 - Multimodal Connections Map	626 KB
Attachment 09 - Regional Bicycle Transportation Network (RBTN) Map.pdf	Attachment 09 - Regional Bicycle Transportation Network (RBTN) Map	4.5 MB
Attachment 10 - City of Minneapolis Support Letter.pdf	Attachment 10 - City of Minneapolis Support Letter	1.2 MB

# Regional Economy

Pedestrian Facilities Project: Glenwood C Line Accessibility Improvements | Map ID: 1587641148433

## Results

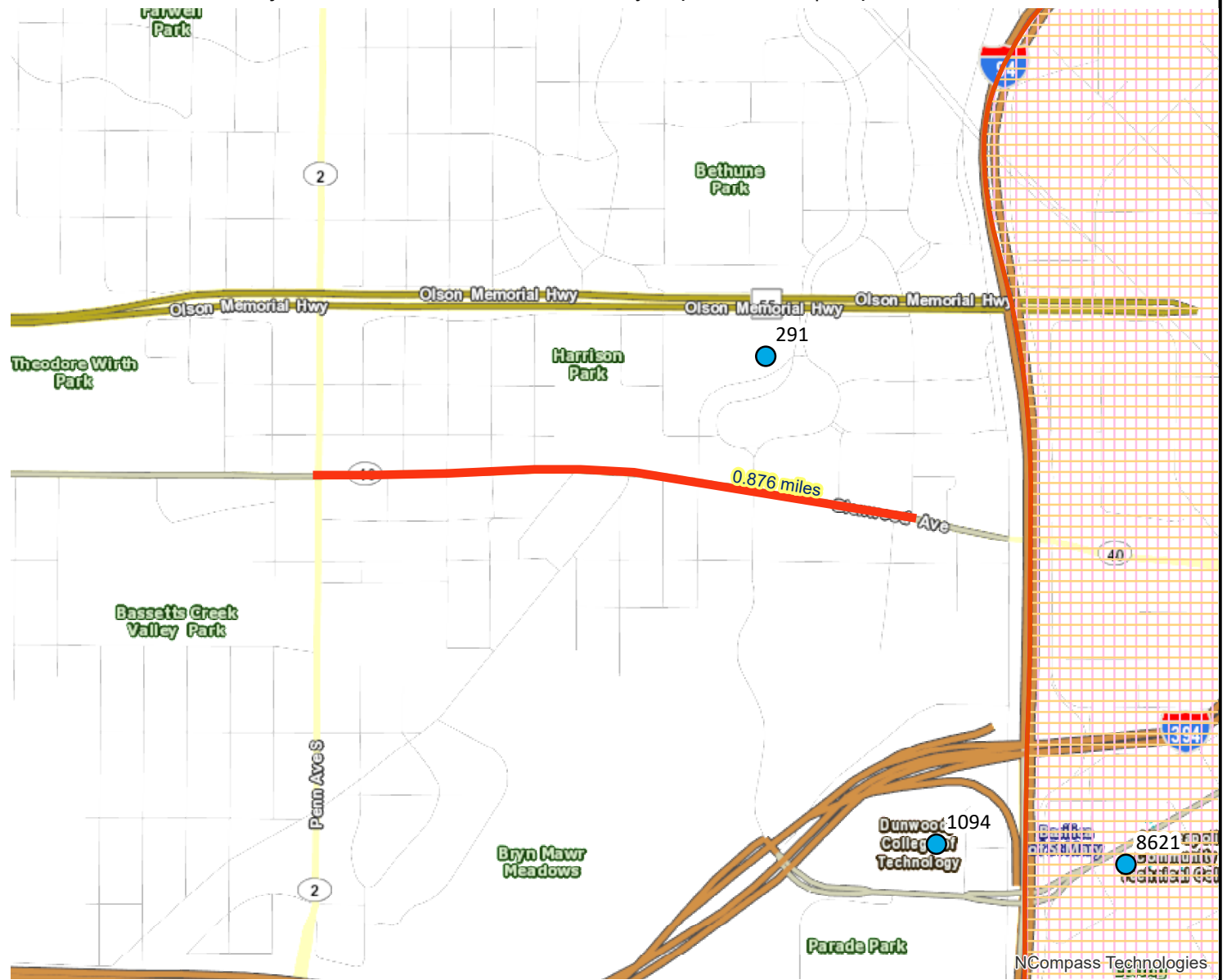
Within HALF Mi of project:

Postsecondary Students: 1385

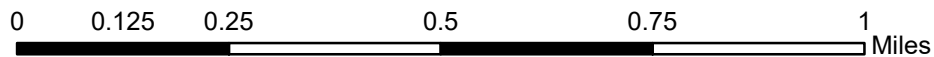
Total Population: 16170

Total Employment: 10117

Mfg and Dist Employment: 2145



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



Created: 4/23/2020  
LandscapeRSA5



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



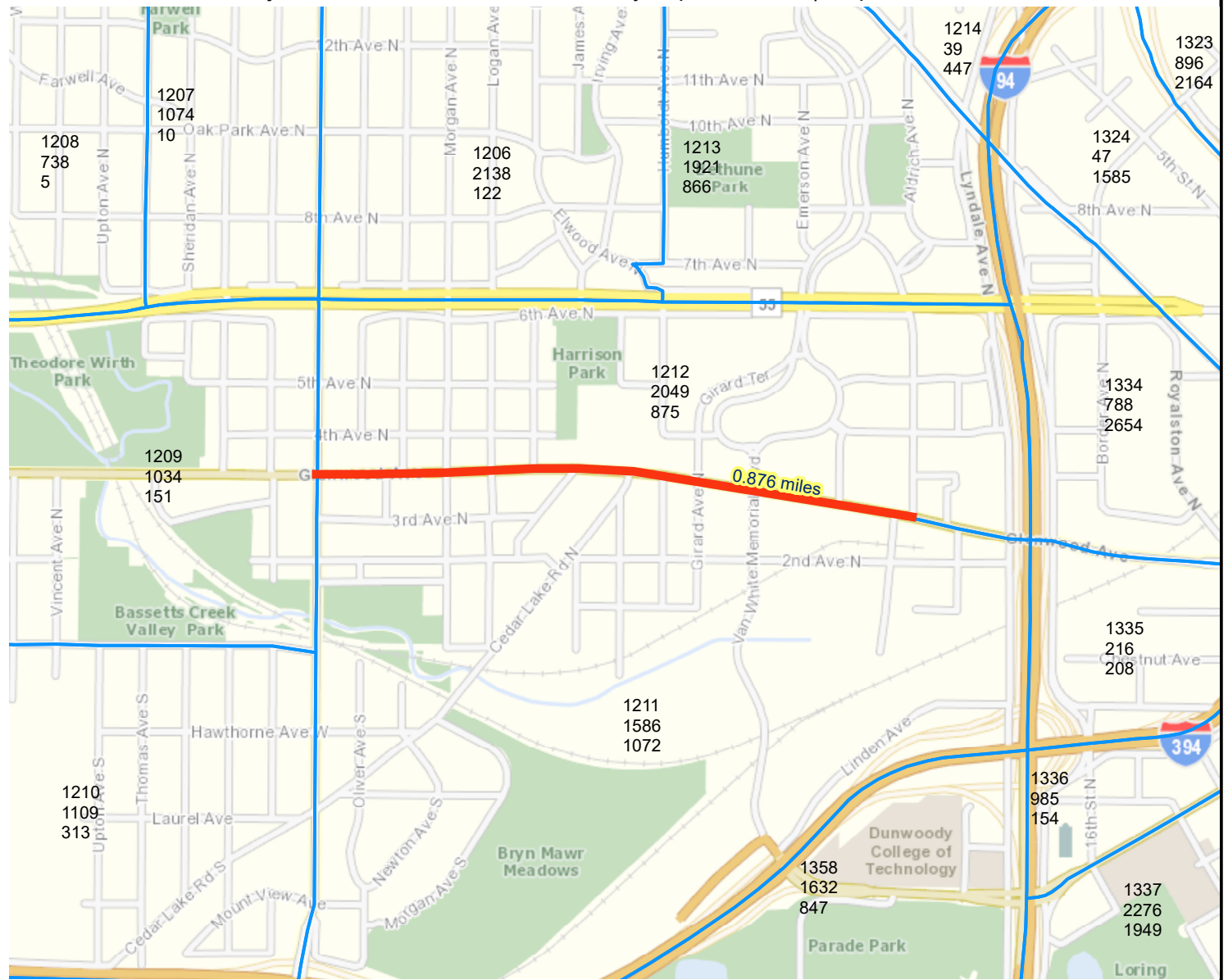
NCompass Technologies

# Population/Employment Summary

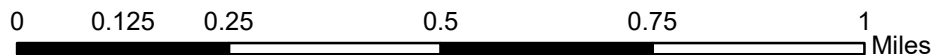
Pedestrian Facilities Project: Glenwood C Line Accessibility Improvements | Map ID: 1587641148433

## Results

Within HALF Mile of project:  
Total Population: 16170



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/23/2020  
LandscapeRSA4



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

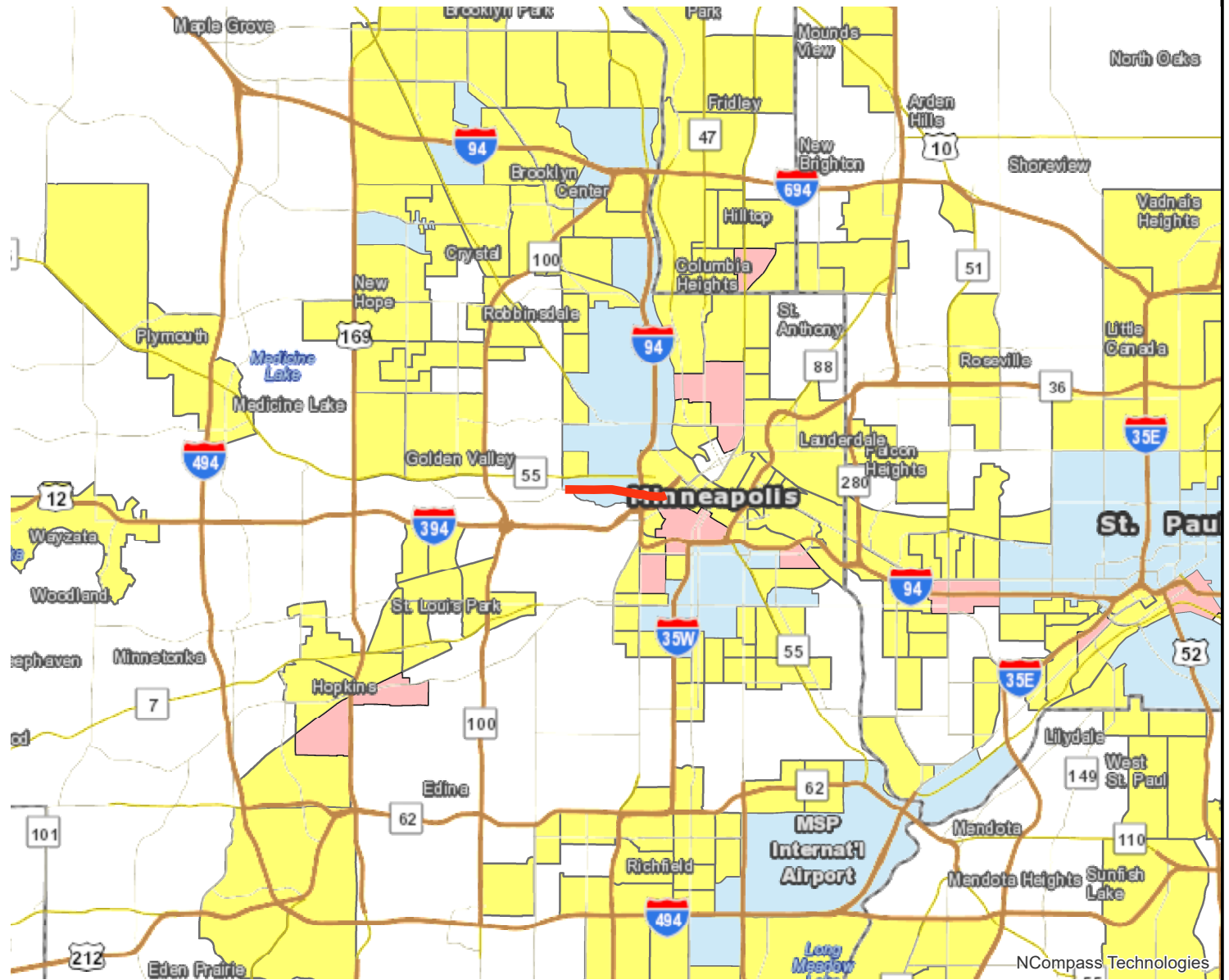






# Socio-Economic Conditions

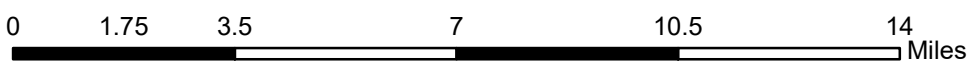
## Results

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

Tracts within half-mile:  
 3200 3300 21700  
 21800 103400 104100  
 104400 105100 105201  
 105204 105500 126100  
 126200



 Lines	 Area of Concentrated Poverty
 Area of Concentrated Poverty > 50% residents of color	 Above reg'l avg conc of race/poverty



Created: 4/17/2020  
 LandscapeRSA2



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



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 04 | Socio-Economic Equity Map

HENNEPIN COUNTY  
MINNESOTA



### Key

**Project Location**

**Socio-Economic Equity Category**

- Community Resource
- Disability
- Elderly
- Low-Income
- Youth



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

Published date: 4/28/2020



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 07 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

**Project Location**

**Groups Served**

- People with Disabilities
- Elderly
- Family
- Homeless
- Single People
- Multiple Groups
- No Information

**Affordable Units**

- 0 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 1500

**Construction Status**

- Complete
- Planned

0 0.175 0.35 Miles

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

Published date: 4/29/2020





# CSAH 40 (Glenwood Ave) ADA Retrofit Project

ID: 13987

## List of Attachments

1. Project summary
2. Project location map
3. Existing conditions photographs
4. Socioeconomic equity maps
5. Excerpts from Hennepin County pedestrian plan (2013)
6. Hennepin County complete streets policy
7. Affordable housing access map
8. Multimodal connections map
9. Regional Bicycle Transportation Network (RBTN) map
10. City of Minneapolis support letter

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

## Attachment 01 | Project Summary

### Project name

Accessibility improvements along Glenwood Avenue

### City

Minneapolis

### Commissioner district

2

### Applicant

Hennepin County

### Project category

Pedestrian

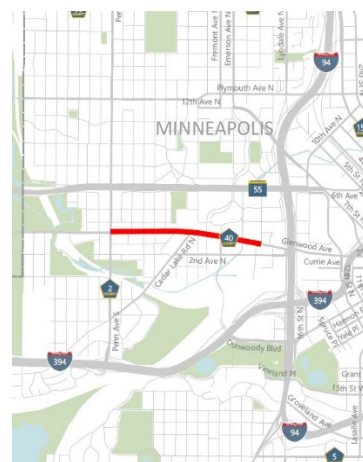
### Scoping manager

Jason Pieper

### Scoping form revision date

4/23/2020

### Project location



### Project summary

Retrofit of pedestrian ramps and signals to be fully compliant

### Project description and benefits

This project will replace or install accessible pedestrian ramps at various intersections and add accessible pedestrian signals intersections of Glenwood Avenue (CSAH 40) in Minneapolis to improve access along the corridor and to Metro Transit C Line arterial bus rapid transit 0.25 mile north. Should the Blue Line light rail transit extension (Bottineau LRT) be constructed, it would follow the current C Line alignment and the C Line along Olson Memorial Highway (TH 55) would move to Glenwood Avenue. The project would then serve two METRO lines in an area of concentrated poverty.

This 0.9-mile corridor runs from Penn Avenue (CSAH 2) to Bryant Avenue North, where Hennepin County is reconstructing the roadway with accessibility improvements into downtown Minneapolis at MnDOT's multimodal hub in the ABC Ramps. The project is within an area of concentrated poverty where more than half of residents are people of color. The corridor has two schools, churches, a mosque, senior housing and affordable housing. The A-Minor Reliever carries about 5,900 motor vehicles per day, 80 people biking per day (average over the year; more in good weather) and 230 pedestrians per day at Penn Avenue. The roadway configuration has two general lanes and buffered bike lanes with on-street parking on one side of the street. The corridor has sidewalks on both sides.

The corridor is a pedestrian access barrier to both downtown and the C Line. Without detectable surfaces, accessible pedestrian signals and compliant ramps, the people who rely on transit the most cannot safely access it.

### Project timeline

Scoping: Q1 2020

Design: TBD

R/W Acquisition: TBD

Bid Advertisement: TBD

Construction: 2024

### Project delivery responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

### Project budget -

### Planning Level

Construction: \$ 1,265,000

Cost estimate year: 2020

Construction year: 2024

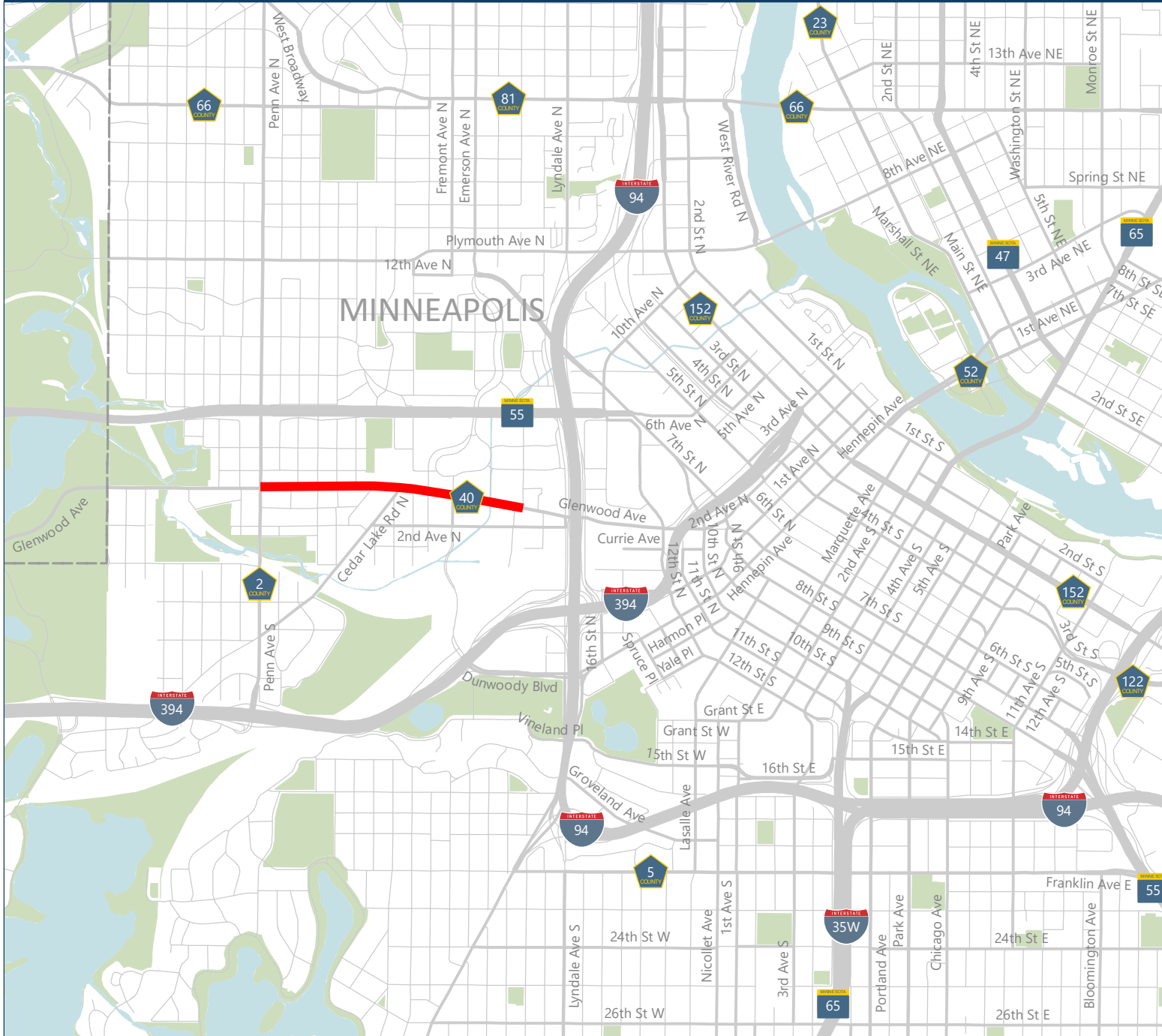
### Regional significance

Provides access to C Line arterial bus rapid  
Provides access to future Blue Line LRT extension  
Connects north Minneapolis to downtown  
Links pedestrians to Theo Wirth Regional Park  
Creates accessible connections in affordable area


# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY  
MINNESOTA



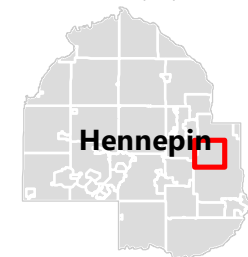
**Key**

 Project Location



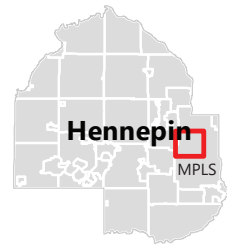
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Published date: 4/20/2020



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 03 | Photos of Existing Conditions



**Glenwood at Morgan**



**Glenwood at Cedar Lake Road**



**Glenwood at Cedar Lake Road**



**Glenwood at Cedar Lake Road**



**Glenwood at Girard**



**Glenwood at Dupont**

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 04 | Socio-Economic Equity Map

HENNEPIN COUNTY  
MINNESOTA



### Key

**Project Location**

**Socio-Economic Equity Category**

- Community Resource
- Disability
- Elderly
- Low-Income
- Youth



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Published date: 4/28/2020



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)



## Hennepin County Pedestrian Plan

*Adopted by the Hennepin County Board of Commissioners, September 24, 2013*



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)

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# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)

## 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



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)



## IMPLEMENTATION OF THIS PLAN

This plan identifies priority locations where the enhancement of pedestrian infrastructure has the greatest potential impact on pedestrian safety and rates of walking. The highest priority locations for plan implementation are in Minneapolis and its inner ring suburbs. Many of these locations currently have pedestrian facilities on both sides of the street, but these locations should be considered for pedestrian safety improvements such as pedestrian crossing improvements and sidewalk reconstruction.

In second ring suburban communities and western Hennepin County, high priority locations are identified around commercial and town centers, with most other areas identified as medium to low priority. There are fewer pedestrian facilities along county roads in most second ring suburbs and western Hennepin County. In these locations, the county should focus on the addition of sidewalks and trails to increase opportunities for walking.

The priorities identified are meant as a guide for the implementation of this plan and not as a substitute for field visits, community engagement, or other information gathering. There may be some locations identified as high priority that may have little to no demand for pedestrian facilities, while a location identified as low priority may actually benefit greatly from a pedestrian safety improvement.

Implementation of the Hennepin County Pedestrian Plan will be led by Hennepin County Public Works. This plan will guide the county's work through the year 2020. The county's work in the first year of implementation will focus on recommendations that have been identified as high priority, including:

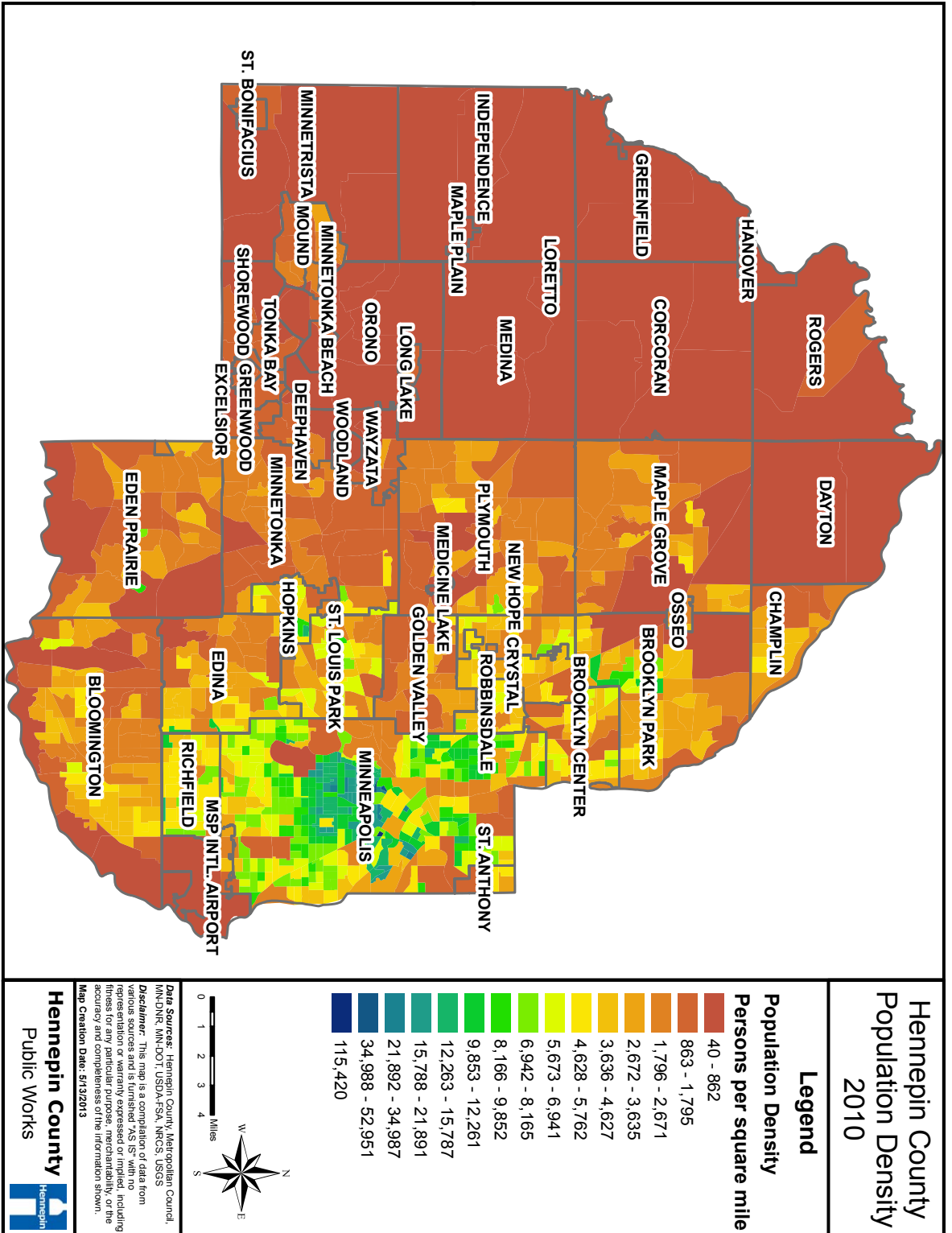
- Formalize an internal procedure for evaluating pedestrian safety needs at specific locations.
- Evaluate and prioritize improvements to pedestrian crossings.
- Work with cities to encourage applications for the Sidewalk Participation Program funds to construct high priority sidewalks.
- Work with cities, school districts, and park districts to encourage the construction of pedestrian facilities along county roads within ½ mile of schools and parks.
- Establish an internal procedure for pedestrian-oriented review of county projects.
- Develop a comprehensive, county-wide strategy for improving pedestrian safety and access to schools.

Several Hennepin County funding sources will be used to implement this plan, including the county's Sidewalk Participation Program. The county will also seek funding from several state and federal funding sources.

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)

- INTRODUCTION
- GOALS
- CONTEXT
- EXISTING CONDITIONS
- KEY FINDINGS
- RECOMMENDATIONS
- GOAL 1
- GOAL 2
- GOAL 3
- PERFORMANCE MEASURES
- PRIORITIES
- FUNDING
- IMPLEMENTATION



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

## Attachment 05 | Hennepin County Pedestrian Plan (2013)

### 2.2B. Identify and Prioritize Pedestrian Improvements to Enhance the Pedestrian Environment at Transit Stops and Along Common Routes to LRT and BRT Stations.

Over 90% of transit trips begin and end with a walking trip. Better pedestrian connections and an improved pedestrian environment have the potential to make transit a more attractive transportation option. County staff should work with municipalities and Metro Transit to identify and prioritize improvements to the pedestrian environment at transit stops along county roads. Primary pedestrian routes to existing and planned light rail transit (LRT) and bus rapid transit (BRT) stations and arterial rapid bus stops should also be identified and pedestrian improvements to these routes should be considered. Pedestrian improvements should include filling sidewalk and trail gaps, upgrading signals if necessary, installing curb extensions, pedestrian refuge medians, wayfinding, benches, bus shelters, and pedestrian-level lighting. The county should evaluate ways to better partner with transit agencies to install and maintain transit-supportive infrastructure such as benches and bus shelters along county roads. Implementation of these improvements should be coordinated with strategies 1.1, 1.2, and 1.3.

*Estimated cost:* ..... 500 staff hours, one time cost

**Wayfinding:** Directional guidance for pedestrians, including signs, maps, and kiosks.

### 2.2C. Prioritize Adding and Enhancing Pedestrian Connections Between Transit Stations, High Density Housing, and Major Employers Near Station Areas.

High density housing has a concentration of potential transit users. Adding and enhancing pedestrian connections between high density housing and transit will make transit more convenient and attractive for residents. Improving pedestrian connections to major employment centers will also make transit more convenient and attractive for work trips. This analysis can be incorporated into the scope of work for consultants preparing transitway and station area planning documents. County staff should work with municipalities, transit agencies, housing developers, and major employers to improve pedestrian connections to transit stations.

*Estimated cost:* ..... 80 staff hours, one time cost



Pedestrian wayfinding kiosk in Vancouver, BC.

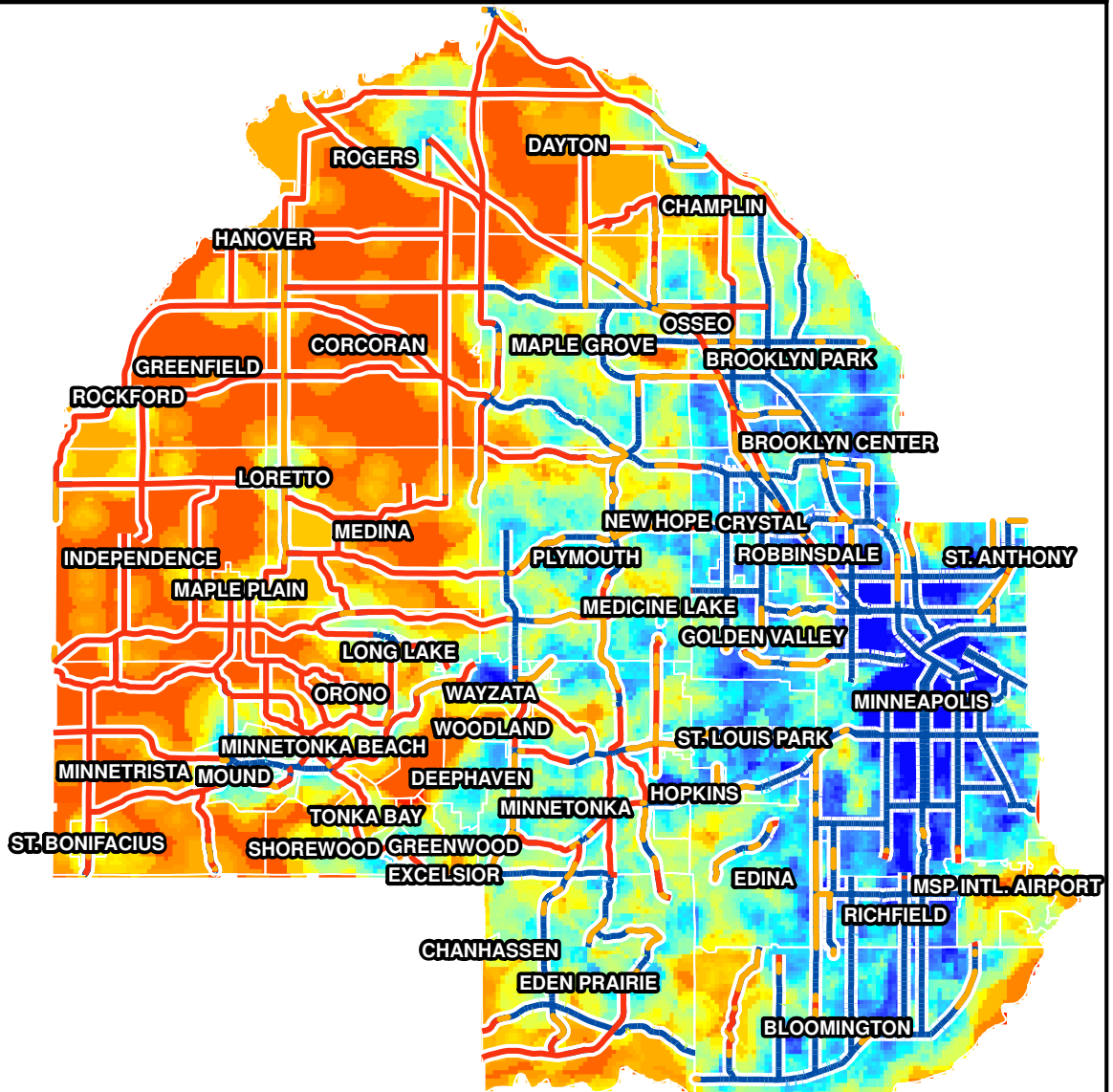
- INTRODUCTION
- GOALS
- CONTEXT
- EXISTING CONDITIONS
- KEY FINDINGS
- RECOMMENDATIONS
  - GOAL 1
  - GOAL 2
  - GOAL 3
- PERFORMANCE MEASURES
- PRIORITIES
- FUNDING
- IMPLEMENTATION

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 05 | Hennepin County Pedestrian Plan (2013)

## Priority Locations for Pedestrian Plan Implementation

- INTRODUCTION
- GOALS
- CONTEXT
- EXISTING CONDITIONS
- KEY FINDINGS
- RECOMMENDATIONS
- GOAL 1
- GOAL 2
- GOAL 3
- PERFORMANCE MEASURES
- PRIORITIES
- FUNDING
- IMPLEMENTATION



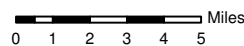
### Legend

- County roads without sidewalk or trail
  - County roads with sidewalk or trail on one side
  - County roads with pedestrian facilities on both sides
- High Priority (65)  
Low Priority (1)

Map Creation Date: 5/16/2013

**Data Sources:** Hennepin County, Metropolitan Council, MN-DNR, MN-DOT, USDA-FSA, NRCS, USGS

**Disclaimer:** This map is a compilation of data from various sources and is furnished "AS IS" with no representation or warranty expressed or implied, including fitness for any particular purpose, merchantability, or the accuracy and completeness of the information shown.



**Hennepin County**  
Public Works



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 06 | 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.

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

## Attachment 06 | Complete Streets Policy

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

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

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

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

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 07 | Affordable Housing Access Map

HENNEPIN COUNTY  
MINNESOTA



### Key

**Project Location**

**Groups Served**

- People with Disabilities
- Elderly
- Family
- Homeless
- Single People
- Multiple Groups
- No Information

**Affordable Units**

- 0 - 50
- 51 - 100
- 101 - 150
- 151 - 200
- 201 - 1500

**Construction Status**

- Complete
- Planned

0 0.175 0.35 Miles

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

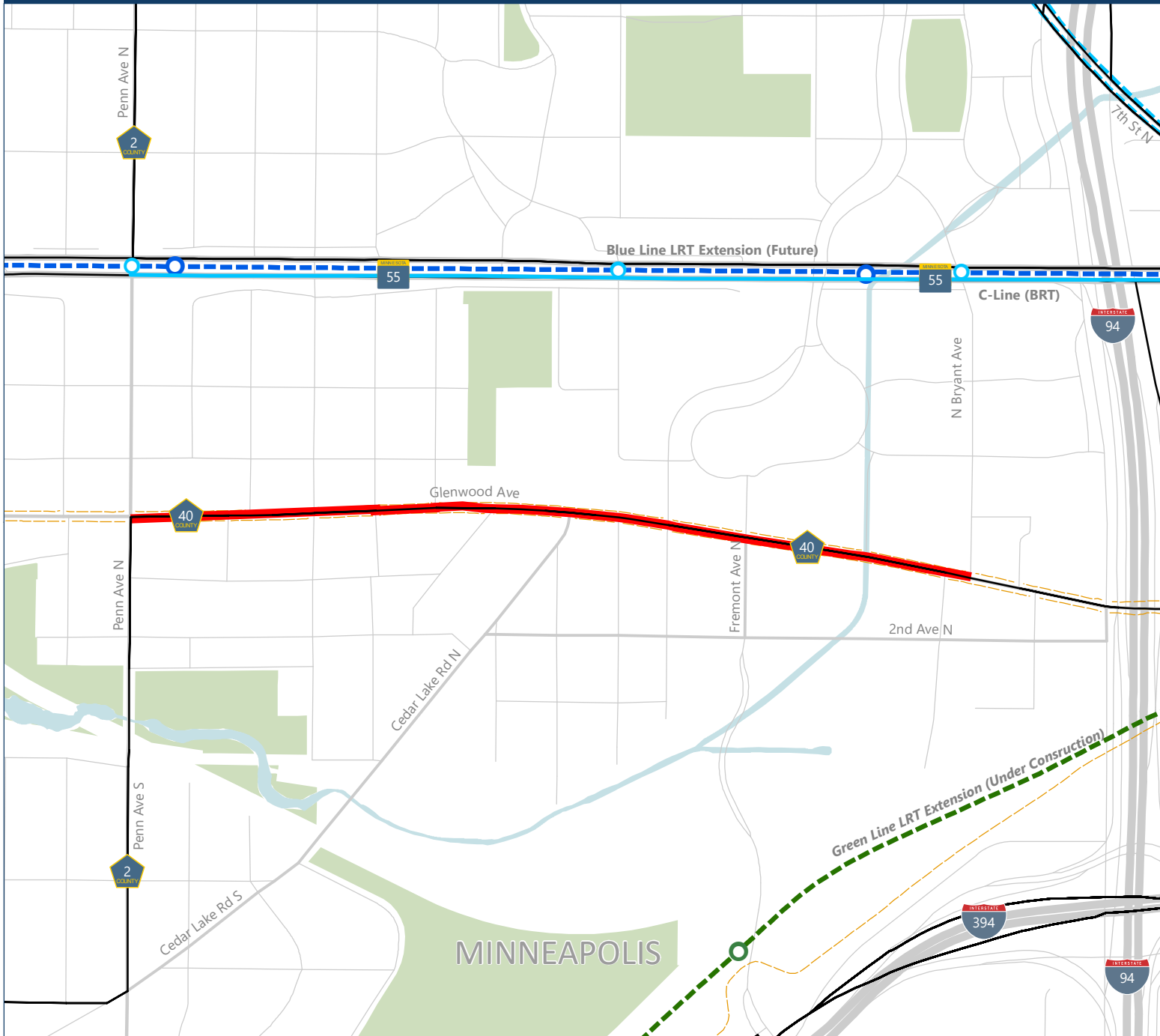
Published date: 4/29/2020



# CSAH 40 (Glenwood Ave) ADA Retrofit Project

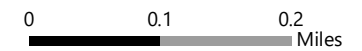
Attachment 08 | Multimodal Connections Map

HENNEPIN COUNTY  
MINNESOTA



### Key

- Blue Line Extension
- BRT Transitways
- Green Line Extension
- Bus Routes
- Project Location
- RBTN Existing Bike Routes
- Arterial BRT



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Published date: 5/13/2020





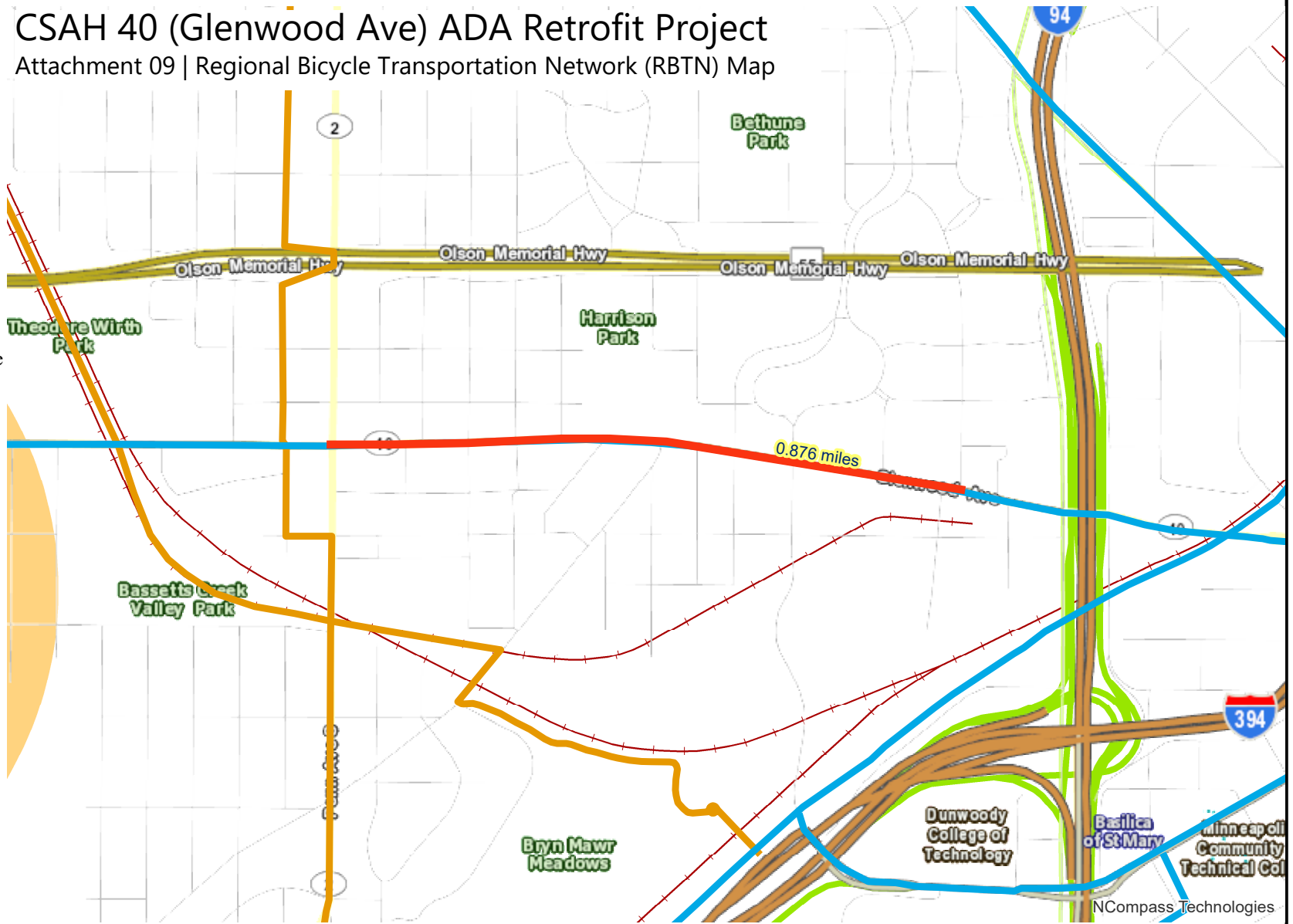
**Project to RBTN Orientation**

Pedestrian Facilities Project: Glenwood C Line Accessibility Improvements | Map ID: 1587641148433

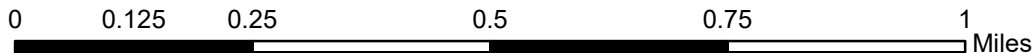
**CSAH 40 (Glenwood Ave) ADA Retrofit Project**  
Attachment 09 | Regional Bicycle Transportation Network (RBTN) Map

**Results**

Project NOT IN Reg'n'l Bicycle Transportation Corridor.



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



Created: 4/23/2020  
LandscapeRSA6



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



NCompass Technologies

# CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 10 | City of Minneapolis Support Letter



**Public Works**  
350 S. Fifth St. - Room 239  
Minneapolis, MN 55415  
TEL 612.673.3000  
[www.minneapolismn.gov](http://www.minneapolismn.gov)

Support for Hennepin County  
Regional Solicitation Applications

Dear Ms. Stueve:

Hennepin County has requested letters of support for a series of grant applications as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. As a part of this request, Minneapolis conducted a review of completed plans, studies, and community engagement, as well as documented priorities and adopted policies to identify which projects to support. Improvements along Hennepin County streets offer significant opportunities to address some of the greatest safety and mobility needs within Minneapolis and are a critical part of the city's goal to address climate change, support mode shifts, and eliminate deaths and severe injuries resulting from traffic crashes.

Minneapolis hereby supports the following applications:

#### **Roadway Reconstruction / Modernization**

- Lowry Ave NE (CSAH 153) Reconstruction: Marshall St NE to Washington St NE
- Franklin Ave (CSAH 5) Reconstruction: Blaisdell Ave to Chicago Ave

#### **Spot Mobility and Safety**

- Lake St E (CSAH 3) at Hiawatha Ave (TH 55): Intersection

#### **Pedestrian Facilities**

- Glenwood Ave (CSAH 40) ADA Upgrades: Penn Ave N (CSAH 2) to Bryant Ave N

#### **Bridges**

- Washington Avenue Bridge over Basset Creek (CSAH 152)
- Osseo Rd Bridge over CP Rail (CSAH 152)

At this time, Minneapolis has no funding programmed in its adopted 2020-2024 Transportation Capital Improvement Program (CIP) for these projects. Therefore, Minneapolis is currently unable to commit cost participation in these projects. However, we request that Hennepin County includes city staff as part of the design process to ensure project success. Furthermore, Minneapolis agrees to provide maintenance, such as sweeping and plowing, for protected bikeways included with these projects and in alignment with Minneapolis' proposed All Ages and Abilities Network, until such time Hennepin County has the resources to do so.

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robin Hutcheson".

Robin Hutcheson  
Director of Public Works  
City of Minneapolis