



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17448 - CSAH 23 (Marshall St NE) Bikeway Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/12/2022 7:46 AM

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## Primary Contact

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Pronouns First Name Middle Name Last Name

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**\*:** Medina Minnesota 53340  
City State/Province Postal Code/Zip

**Phone:\*** 612-596-0241  
Phone Ext.

**Fax:**

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

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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

CSAH 23 (Marshall St NE) Bikeway Project

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Minneapolis

Jurisdictional Agency (If Different than the Applicant):

The proposed project will construct an off-street protected bikeway, replace sidewalk facilities, and introduce a boulevard along the west side of CSAH 23 (Marshall St NE) between 3rd Ave NE and CSAH 153 (Lowry Ave NE) in the City of Minneapolis. While standard bike lanes exist for a portion of this corridor, there is no physical separation between people biking, parked cars, and vehicle lanes. Attachment 2 shows the project location, and Attachment 3 includes photos that illustrate current conditions.

It should be noted that Hennepin County is also submitting an application in the Pedestrian Category for sidewalk and ADA improvements along the east side of CSAH 23 (Marshall St NE). Although the application is located along the same roadway, the two requests for federal funding are mutually exclusive as it's feasible to deliver them as two separate projects; demonstrating independent utility.

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

The project objectives are to improve accessibility, mobility, and safety for people biking and walking through the construction of an protected bikeway and corresponding boulevard and sidewalk improvements along the west side of CSAH 23 (Marshall St NE). Northeast Minneapolis currently lacks a comfortable north/south connection for people biking, and the proposed project will provide this direct route and connect to future enhanced bikeways as part the county's Hennepin and 1st project and the City of Minneapolis's future 18th Ave NE trail gap.

A corridor study was completed in 2018 that engaged residents and businesses along the corridor; resulting in the identification of a two-way off-street cycle track as the recommended

alternative (URL:  
hennepin.us/residents/transportation/marshallstne)

This project will include, but is not limited to, the following elements. The specific locations and types of improvements will be determined as part of the design process based on additional community input, data analysis, and environmental review. Note that this funding application may be incorporated as part of a larger reconstruction project to be led by Hennepin County. Attachment 4 shows the proposed typical section, and Attachment 5 illustrates the project concept.

- Bicycle improvements; such as the introduction of a protected bikeway and intersection improvements to facilitate safe crossings

- Intersection improvements; such as upgraded signals to facilitate two-way cycle track operation and curb extensions to shorten crossing distances

- Streetscaping improvements; such as the introduction of greening and boulevard space

- Pedestrian improvements; replacement of the sidewalk on the west side, the installation of APS, and pedestrian lighting along the west side of the roadway

*(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.**

CSAH 23 from 3rd Ave NE to CSAH 153 (Lowry Ave)

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)**

1.7

*to the nearest one-tenth of a mile*

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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 \$4,912,000.00

Match Amount \$1,228,000.00

*Minimum of 20% of project total*

Project Total \$6,140,000.00

*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 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: 2027

*Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.*

### 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 55413

(Approximate) Begin Construction Date 05/03/2027

(Approximate) End Construction Date 10/31/2028

Name of Trail/Ped Facility: CSAH 23 (Marshall St NE) Bikeway

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

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

From:  
(Intersection or Address) 3rd Ave NE

To:  
(Intersection or Address) CSAH 153 (Lowry Ave NE)

*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): 1.7

Miles of trail on the Regional Bicycle Transportation Network  
(nearest 0.1 miles): 1.7

**Is this a new trail?**

Yes

**Primary Types of Work**

BIKEWAY, ADA, STORM SEWER, CURB & GUTTER,  
SIGNALS, STREETSCAPING, SIDEWALK, LIGHTING

*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.*

A) Transportation System Stewardship (p 2.2-2.4)

Objectives A & B; Strategies A1 & A2

The project is anticipated to realize cost efficiencies through timely bikeway improvements coordinated with locally funded roadway improvements into a single project. Bikeway construction will also encourage a greater number of residents to make trips by methods other than a personal vehicle, reducing traffic and extending the useful life of pavement assets.

B) Safety and Security (p 2.5-2.9)

Objectives A & B; Strategies B1, B3, B4, B6

Providing a separated facility for bicyclists will greatly improve the comfort and safety for that user group and will reduce conflicts for all road users as it will improve user predictability. The current road configuration includes either unprotected on-street bike lanes which are in the parked vehicle door zone or no bicycle facilities (north of 10th St NE).

C) Access to Destinations (p 2.10-2.25)

Objectives A, B, C, D, and E; Strategies C1, C2, C3, C4, C8, C9, C15, C16, C17

The project will close a gap in the county's bicycle network and provide improved multimodal connections to the Central Business District for mixed-use neighborhoods in Northeast Minneapolis. The proposed bikeway will also tie into the adjacent Hennepin & 1st multimodal project and provide low-barrier bicycle access to recreation

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

opportunities along the Mississippi River.

#### D) Competitive Economy (p2.26-2.29)

Objectives A, B & C; Strategies D1, D3, D4, D5

The proposed bikeway along CSAH 23 (Marshall St NE) will provide significantly improved cycling access for those who live in Northeast Minneapolis to job concentrations in the Central Business District and beyond. CSAH 23 (Marshall St NE) north of CSAH 66 (Broadway St NE) is also listed as a Tier 1 freight corridor. The project would reduce conflicts between frequent freight users and those who are cycling and walking.

#### E) Healthy and Equitable Communities (p 2.30-2.34)

Objectives A, B, C, D; Strategies E1, E3, E4, E5, E6, E7

The project will build on outreach efforts conducted during the Marshall Street NE Feasibility Study, where several events were held to capture the input of key representative stakeholders. Additional outreach work will occur during design with a particular focus on engaging historically underrepresented populations. The project will also provide a significantly improved biking environment to encourage alternatives to personal vehicle trips.

#### F) Leveraging Transportation Investments to Guide Lane Use (p 2.35-2.41)

Objectives: A & C; Strategies: F1, F2, F5, F6, F7



The project will provide multi-modal access to the regionally significant recreational assets along the Mississippi River and for those hoping to access businesses and civic destinations in Northeast Minneapolis.

*(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.*

1) Hennepin County Board Resolution 22-0109  
(Attachment 6)

2) Marshall Street NE Feasibility Study

URL: [hennepin.us/-  
/media/hennepinus/residents/transportation/marsha  
ll/marshall-street-2018-design-study.pdf](https://hennepin.us/-/media/hennepinus/residents/transportation/marshall/marshall-street-2018-design-study.pdf)

3) Hennepin County Enhanced Bikeway Network  
Study (Attachment 7)

4) Hennepin County 2040 Transportation Plan  
(pages 2-11 - 2-18)

URL: [hennepin.us/-/media/hennepinus/your-  
government/projects-initiatives/2040-  
comprehensive-plan/comp-plan-2040-2-  
transportation.pdf](https://hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/comp-plan-2040-2-transportation.pdf)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

5) Hennepin County Climate Action Plan (pages  
50-54)

URL: [hennepin.us/climate-action/-  
/media/climateaction/hennepin-county-climate-  
action-plan-final.pdf](https://hennepin.us/climate-action/-/media/climateaction/hennepin-county-climate-action-plan-final.pdf)

6) Hennepin County Complete Streets Policy

URL: [hennepin.us/completestreets](https://hennepin.us/completestreets)

7) Hennepin County Bike Plan (page 36)

URL: [hennepin.us/-  
/media/hennepinus/residents/transportation/biking/b  
icycle-transportation-plan.pdf](https://hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf)

8) Hennepin County Pedestrian Plan (page 8)

URL: [hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf](https://hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf)

9) City of Minneapolis Vision Zero Action Plan (pages 7, 16)

URL: [minneapolismn.gov/media/-www-contentassets/](https://minneapolismn.gov/media/-www-contentassets/)

[documents/VZ-Action-Plan-2020-22.pdf](https://minneapolismn.gov/media/-www-contentassets/documents/VZ-Action-Plan-2020-22.pdf)

10) City of Minneapolis Pedestrian Priority Network Map

URL: [go.minneapolismn.gov/final-plan/walking/pedestrian-priority-network](https://go.minneapolismn.gov/final-plan/walking/pedestrian-priority-network)

11) Minneapolis All Ages and Abilities Bicycle Network (See Attachment 8)

*(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. Unique project costs are limited to those that are federally eligible.*

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

*5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**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:** 08/31/2015

**Link to plan:** [hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.pdf](https://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. Unique projects are exempt from this qualifying requirement.

**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. 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.

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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)	\$205,000.00
Removals (approx. 5% of total cost)	\$205,000.00

Roadway (grading, borrow, etc.)	\$41,000.00
Roadway (aggregates and paving)	\$108,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$552,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$291,000.00
Traffic Control	\$205,000.00
Striping	\$29,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$272,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$670,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$774,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,352,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$890,000.00
Sidewalk Construction	\$385,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$100,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$11,000.00
Pedestrian-scale Lighting	\$340,000.00
Streetscaping	\$272,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$643,000.00

Other Bicycle and Pedestrian Elements	\$147,000.00
<b>Totals</b>	<b>\$2,788,000.00</b>

## 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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

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

## Totals

Total Cost	\$6,140,000.00
Construction Cost Total	\$6,140,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

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**

1647035947291\_2022 RS Map 01 - CSAH 23 (Marshall St NE)  
Bikeway Project - Project to RBTN Orientation.pdf

*Please upload attachment in PDF form.*

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**Measure A: Population Summary**

**Existing Population Within One Mile (Integer Only)** 47303

**Existing Employment Within One Mile (Integer Only)** 122385

**Upload the "Population Summary" map**

1647036026221\_2022 RS Map 02 - CSAH 23 (Marshall St NE)  
Bikeway Project - Population & Employment Summary.pdf

*Please upload attachment in PDF form.*

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**Measure A: Engagement**

*i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.*

*ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.*

*iii. Describe the progression of engagement activities in this project. A full response should answer these questions:*



Within 0.5 miles of the project corridor, the population by census tract is 15% to 82% non-white (2020 Census). 8% to 35% of the population are people with a disability of any kind; 5% to 21% of people are over the age of 65; 11% to 33% of children under the age of 18, and 9% to 24% of residents are under the federal poverty level. The project is in an area of concentrated poverty. These demographic profiles are based on ACS 2014-2018 5-year estimates.

**Response:**

Public engagement for the project was conducted as part of the Marshall Street NE Transportation Feasibility Study via in-person study group meetings, an open house, neighborhood association meetings, and online communication. The study group met 5 times and consisted of neighborhood association, corridor business, and agency representatives. The intent of forming a study group was to thoroughly engage a small group of individuals who represented a broad spectrum of the surrounding community. Study group representatives shared the views of their constituents and also brought back information, serving as a two-way conduit for information.

Future engagement activities will target Black, Indigenous, and People of Color, low-income residents, disabled people, youth and older adults. Strategies are anticipated to include convening a study group, direct meetings with prominent corridor institutions and organizations, meetings with neighborhood associations, public events, and virtual engagement.

Project purpose and need were identified through an evaluation of roadway age, growth of entertainment and dining along the corridor, connection to river and green space, lack of multimodal accommodations, user safety, and

accessibility deficiencies. Project goals are to balance all modes of travel, improve connections along and across the Mississippi River, create safe and accessible spaces for people walking and biking, strengthen businesses with improved access, improve connections to transit services, and increase greening along the corridor.

The engagement activities described supported development of the study outcomes. Consultation with the study group and neighborhood stakeholders was an iterative process to fully understand community needs. Feedback from residents and businesses emphasized the following themes:

- Improved streetscaping and greening
- Parking opportunities for new developments
- Safety issues related to vehicle speeds, traffic volumes, and pedestrian crossings
- Interest in a protected bikeway
- Improved access to businesses for people walking, biking, and driving
- Enhanced mid-block pedestrian crossings
- Installation of pedestrian lighting
- Burial of overhead utilities

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

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## **Measure B: Equity Population Benefits and Impacts**

*Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:*

*This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.*

*Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.*

*Below is a list of potential negative impacts. This is not an exhaustive list.*

The CSAH 23 (Marshall St NE) Bikeway Project will benefit Black, Indigenous, and People of Color, low-income populations, people with disabilities, children, youth, and older adults. The project is located in an area of concentrated poverty.

Up to 48% of households within census tracts 0.5 miles from the project do not own a car. These households walk, roll, bike, or take transit when they travel. Often low-income populations and People of Color, are the same residents living in zero car households. This project will ensure that these residents have safe and comfortable bicycle facilities on CSAH 23 (Marshall St NE) with connections to North Minneapolis via the Lowry Avenue Bridge. This will be accomplished through the introduction of a two-way bikeway that is physically separated from motor vehicle traffic.

**Response:**

Children and the elderly will benefit from the new bicycle facilities, improved pedestrian realm, and intersection safety improvements. These are vulnerable populations who are more comfortable bicycling separated from motor vehicles and who require more time to cross intersections. Proven safety countermeasures such as raised medians, curb extensions, enhanced pavement marking, and lighting will improve the safety and comfort along CSAH 23 (Marshall St NE) and make crossing at both signalized and unsignalized intersections safer and easier.

Construction of a protected bikeway facility will close a Hennepin County Bicycle Network gap between CSAH 153 (Lowry Avenue NE) and the Hennepin Avenue Bridge and promote bikeway connections to communities located on either side of the Mississippi River. The project will implement a continuous bikeway connection from Northeast Minneapolis to the job center of Downtown

Minneapolis.

The CSAH 23 (Marshall St NE) Bikeway Project will also replace and upgrade the sidewalk facilities along the west side. The county's self-evaluation identifies a number of obstructions and defects that exist along CSAH 23 (Marshall St NE). Creating an ADA compliant sidewalk that is free of obstructions will ensure equal and convenient access to corridor jobs and destinations. Project elements such as curb extensions, APS, and high visibility pavement markings will increase awareness and predictability for all modes.

Increased noise and impacts to the roadway and sidewalks are anticipated during construction. The contractor will be required to follow temporary traffic control plans which provide instructions on detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek out opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

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

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## **Measure C: Affordable Housing Access**

*Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).*

*Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:*

*This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.*

A total of 18 affordable, subsidized housing developments are located within 0.5 miles of the project area. Attachment 9 provides a map and full detail summary of these locations, including unit sizes and affordability limits based on area median incomes. As identified in the Met Council generated Socio-Economic Conditions map, 4,725 subsidized units exist in census tracts within 0.5 miles of the project. A notable development within the project area is Holmes Park Village Apartments, a 107-unit development designated for those with disabilities and seniors which represents a significant population of those who would significantly benefit from multimodal improvements along the corridor.

**Response:**

The project will promote community cohesion for residents of affordable housing throughout the project area as it will tie into the future improvements along Hennepin and 1st Ave and the City of Minneapolis' All Ages and Abilities bicycle network. For residents of affordable housing who may not feel comfortable utilizing on-street bicycle facilities, the proposed project would reduce barriers to accessing employment, healthcare, public service, and daily needs nearby and in Downtown Minneapolis and beyond by bicycle. A map illustrating key community resources nearby is shown in Attachment 10.

Within Northeast Minneapolis, the proposed protected bikeway will provide residents of affordable housing multimodal access to a number of employers such as Graco, Inc, a manufacturing firm specializing in fluid management systems which employs several hundred manufacturing workers within the project area. Separated bicycle facilities will also promote greater cohesion between the neighborhood and recreational opportunities along the Mississippi River,

encouraging active transportation and recreation opportunities for residents of affordable housing throughout the project area.

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

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	Yes
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1646928789881_2022 RS Map 03 - CSAH 23 (Marshall St NE) Bikeway Project - Socio Economic Conditions.pdf

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## 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 jurisdictions bicycle facility.*

The proposed project will fill a 1.2-mile gap in the RBTN as a Tier 1 connection between 10th Ave NE and CSAH 153 (Lowry Ave NE), while also upgrading another 0.6 miles of an existing Tier 1 route from an on-road unprotected condition to a protected bi-directional bikeway. This will also close a gap in the overall 3,000-mile Mississippi River Trail (US Bicycle Route 45) that extends from the Gulf of Mexico to Lake Itasca.

CSAH 23 (Marshall St NE) from 3rd Ave NE to 10th Ave NE currently includes unprotected on-street bike lanes located within the door zone for the parking lane. The northern segment from 10th Ave NE to Lowry Ave NE (CSAH 153) currently has no dedicated facilities for people biking. This application will connect the entire 1.75 mile corridor with curb-separated bikeway with fewer vehicle-bicycle conflicts due to its proximity to the river and the street grid.

**Response:**

The bikeway improvements connect three existing Major River Bicycle Barrier Crossings (MRBBC) in North and Northeast Minneapolis: at CSAH 52 (Hennepin/1st), Plymouth/8th, and CSAH 153 (Lowry Ave NE); and also two planned MRBBC: at BNSF and at CSAH 66 (Broadway St NE). CSAH 23 (Marshall St NE) parallels the Mississippi River, forming a widely used bicycle route for people making their way to a river crossing. Note the Plymouth and Broadway crossings are located two blocks west of CSAH 23 (Marshall St NE) and the Hennepin/1st connection will be made via a restriping of CSAH 23 (Main St NE) from 1st Ave NE (CSAH 52) to 3rd Ave NE.

CSAH 23 (Marshall St NE) connects Northeast Minneapolis with St. Anthony Main, the Mill District, and the regional employment center of downtown



Minneapolis. The area attracts many people biking and riding scooters, many of whom are from out of town or uncomfortable with riding in the street. This leads to many people choosing to ride on the sidewalk that creates potential conflicts with people walking. Lastly, the proposed protected bikeway will directly connect to Mississippi River parks, including BF Nelson, Boom Island, Gluek, and Edgewater.

It should be noted that Hennepin County is also submitting an application in the Pedestrian Category for sidewalk and ADA improvements along the east side of CSAH 23 (Marshall St NE). Although the application is located along the same roadway, the two requests for federal funding are not mutually exclusive as it's feasible to deliver them as two separate projects; demonstrating independent utility. If Hennepin County is successful in receiving federal funding awards in both categories, county staff will work with MetCouncil and MnDOT State Aid staff to determine how synergy can be achieved throughout the project development process to promote efficiencies and minimize disruptions to the travelling public.

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

*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 segment of CSAH 23 (Marshall St NE) from 3rd Ave NE to CSAH 153 (Lowry Ave NE) experienced 14 bicycle-involved crashes and 8 pedestrian-involved crashes across the years 2012 to 2021; including 1 incapacitating injury, 11 non-incapacitating injuries, 8 possible injuries, and 2 non-injury crashes. In total, the corridor experienced 325 crashes involving people walking, biking, and driving during the 10-year analysis period. Attachment 11 includes a summary of the reported crashes.

**Response:**

The project will create a curb-protected two-way cycle track that's separated from the existing sidewalk facilities as well as the roadway. The area currently experiences significant bike and scooter riding on the sidewalk, especially the 1.15 miles north of 10th Ave NE, where the roadway lacks on-street dedicated bicycling facilities. A high percentage of those biking and scootering along and across CSAH 23 (Marshall St NE) are unfamiliar with the area, due to its link between the Mississippi River Parks, Stone Arch Bridge, and the brewery and arts district of Northeast Minneapolis. Separated biking facilities will clarify expectations of users and encourage safe and responsible bicycle and scooter operation. Furthermore, the bikeway facility location also provides a more direct connection to park areas and the Mississippi River.

The proposed protected bikeway (cycle track) is anticipated to reduce bicycle related crashes by approximately 63% (CMF ID 2134) as detailed in Attachment 12. It should be noted that the proposed design could outperform expectations for safety improvements as the facility will be located adjacent to the Mississippi River; presenting approximately 23 fewer conflicts when compared to a traditional configuration where northbound bicycle users would be adjacent to the northbound vehicle

lanes along CSAH 23 (Marshall St NE).

It should be noted that Hennepin County is also submitting an application in the Pedestrian Category for sidewalk and ADA improvements along the east side of CSAH 23 (Marshall St NE). Although the application is located along the same roadway, the two requests for federal funding are mutually exclusive as it's feasible to deliver them as two separate projects; demonstrating independent utility. If Hennepin County is successful in receiving federal funding awards in both categories, county staff will work with Metropolitan Council and MnDOT State Aid staff to determine how synergy can be achieved throughout the project development process to promote efficiencies and minimize disruptions to the travelling public.

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

---

## **Measure A: Multimodal Elements**

Hennepin County is also submitting an application in the Pedestrian Category for sidewalk and ADA improvements along the east side of CSAH 23 (Marshall St NE). Although the application is located along the same roadway, the two requests for federal funding are mutually exclusive as it's feasible to deliver them as two separate projects; demonstrating independent utility.

Current pedestrian facilities along CSAH 23 (Marshall St NE) include sidewalks on both sides, however, they are primarily located at back of curb; posing challenges for proper placement of snow storage, signs, and utilities. In addition, some of the pedestrian facilities do not meet current ADA design standards as some of the pedestrian ramps include steep slopes and lack truncated domes, traffic signals lack APS, and the walking paths are often obstructed by fire hydrants, signal poles, and utility poles. This project will replace and upgrade the sidewalk facilities along the west side of CSAH 23 (Marshall St NE). It's anticipated that the new facilities will meet current ADA design standards to promote consistency in ramp designs, placement, and orientation. Driveway apron designs will minimize unnecessary changes in the vertical alignment of both the new sidewalk and protected bikeway to minimize inconveniences to those walking and biking along the corridor. In addition, traffic signals will be upgraded to include APS to ensure access for people with visual impairments. Also, pedestrian lighting will be incorporated into the corridor design on the west side of the roadway. Furthermore, a consistent boulevard will be introduced to provide the necessary space for snow storage, signs, and utilities.

At this time, transit service does not operate along CSAH 23 (Marshall St NE), however, two intersections within the project area currently

**Response:**

facilitate east/west transit service (Route 30 at Marshall/Broadway and Route 32 at Marshall/Lowry). Furthermore, the future E Line service is anticipated to include a station at the nearby Hennepin/2nd intersection just a few blocks south of this project. Improvements to the bikeway and sidewalk facilities along the west side of CSAH 23 (Marshall St NE) will improve first/last mile connections and promote transit as an attractive transportation option.

Overall, the proposed improvements will provide a more scenic and pleasant experience along CSAH 23 (Marshall St NE), which is a designated National Scenic Byway, nicknamed the Great River Rd. Attachment 13 includes a map illustrating multimodal connections.

*(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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.**

Yes

100%

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

50%

**At least online/mail outreach effort specific to this project with the general public 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%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

Public engagement for the project was conducted as part of the Marshall St NE Transportation Feasibility Study via in-person study group meetings, an open house, neighborhood association meetings, and online communication. The study group met 5 times and participation consisted of neighborhood association, corridor business, and agency representatives. The intent of forming a study group was to thoroughly engage individuals who represented a broad cross section of the surrounding community. Study group representatives would represent the views of their constituents and also bring back information, serving as a two-way conduit for information.

**Response:**

Project purpose and need were identified through a evaluation of roadway age, growth of entertainment and dining along the corridor, connection to river and green space, lack of multimodal accommodations, user safety, and accessibility deficiencies. Project goals were identified to balance all modes of travel, improve connections to the Mississippi River, create safe and accessible spaces for people walking and biking, strengthen businesses with improved connections, improve first/last mile connections to transit service, and improve greening along the corridor.

The engagement activities described supported development of the study outcomes. Consultation with the study group and neighborhood stakeholders was an iterative process to ensure community needs were well understood. Feedback from residents and businesses emphasized the following themes:

- Improving corridor streetscape with greening
- Reviewing parking options for new developments



- Addressing safety issues including: speed, traffic volumes, and pedestrian crossings
- Implementing separated bicycle facilities
- Improving access to businesses for people walking, biking and driving
- Burying overhead utilities
- Installing pedestrian scale lighting
- Improved mid-block pedestrian locations

Attachment 14 provides a summary of engagement materials shared as part of the 2018 Marshall St NE Transportation Feasibility Study.

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

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).**

**Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid [colleen.brown@state.mn.us](mailto:colleen.brown@state.mn.us).**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649365126896\_Attachment 05 - Potential Concept.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

### 3.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

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 Yes

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

### 4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

**5.Railroad Involvement (15 Percent of Points)**

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

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. Yes

0%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form):	\$6,140,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,140,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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**Other Attachments**

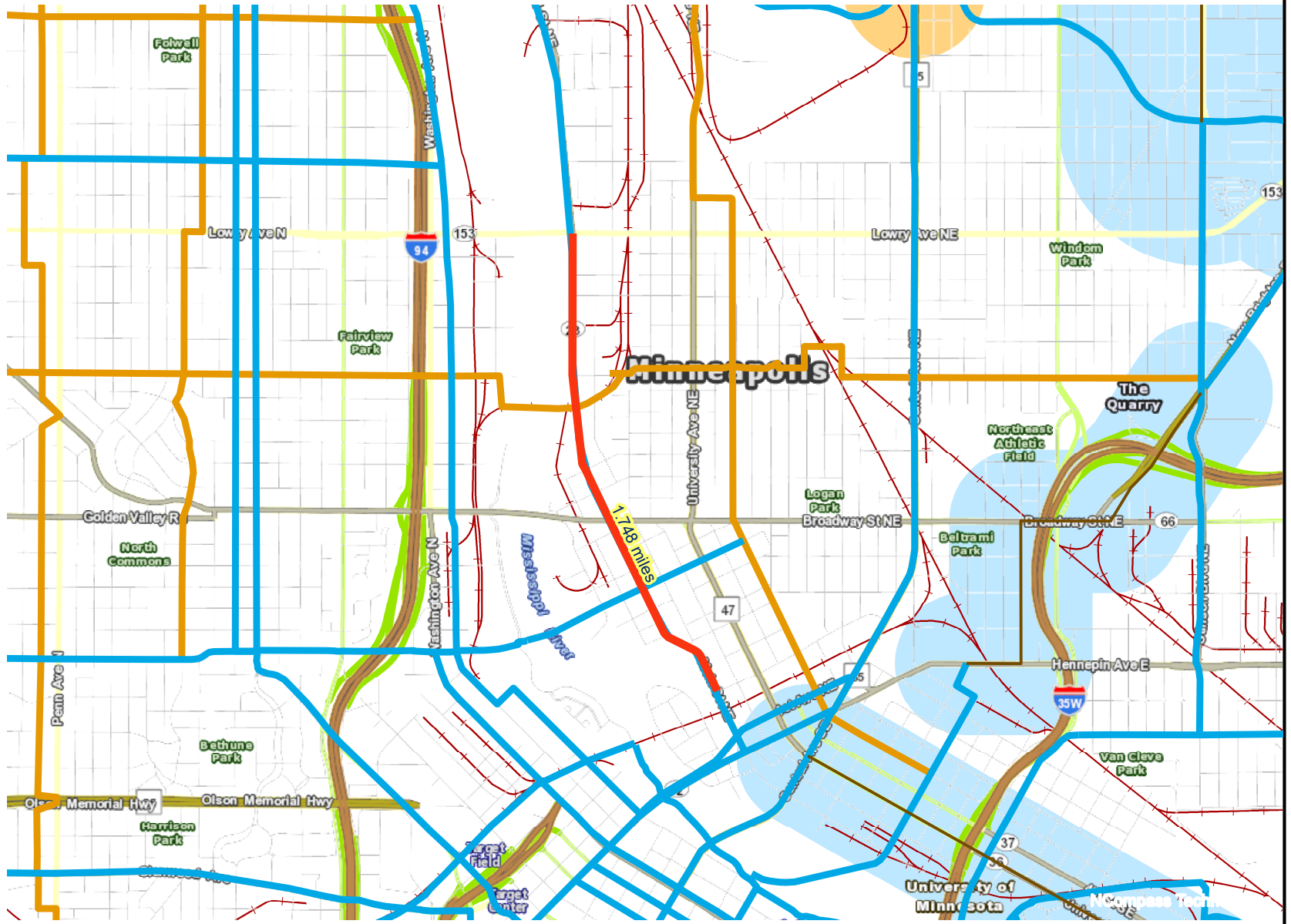
<b>File Name</b>	<b>Description</b>	<b>File Size</b>
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	78 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	325 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	464 KB
Attachment 03 - Existing Roadway Condition Photos.pdf	Attachment 03 - Existing Roadway Condition Photos	1.6 MB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	95 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	4.1 MB
Attachment 06 - Hennepin County Board Resolution 22-0109.pdf	Attachment 06 - Hennepin County Board Resolution 22-0109	291 KB
Attachment 07 - Hennepin County Enhanced Bikeway Study Maps.pdf	Attachment 07 - Hennepin County Enhanced Bikeway Study Maps	459 KB
Attachment 08 - Minneapolis All Ages and Abilities Network Map.pdf	Attachment 08 - Minneapolis All Ages and Abilities Network Map	1.3 MB
Attachment 09 - Affordable Housing Access Map and Detail Listing.pdf	Attachment 09 - Affordable Housing Access Map and Detail Listing	1.2 MB
Attachment 10 - Socio-Economic Equity Map.pdf	Attachment 10 - Socio-Economic Equity Map	1.4 MB
Attachment 11 - Crash Summary and Detail Listing.pdf	Attachment 11 - Crash Summary and Detail Listing	116 KB
Attachment 12 - Crash Modification Factor.pdf	Attachment 12 - Crash Modification Factor	160 KB
Attachment 13 - Multimodal Connections Map.pdf	Attachment 13 - Multimodal Connections Map	1.3 MB
Attachment 14 - Marshall St NE Transportation Study Engagement.pdf	Attachment 14 - Marshall St NE Transportation Study Engagement	1.4 MB
Attachment 15 - City of Minneapolis Letter of Support.pdf	Attachment 15 - City of Minneapolis Letter of Support	169 KB
Attachment 16 - Support Letter MPRB.pdf	Attachment 16 - Support Letter MPRB	179 KB

# Project to RBTN Orientation

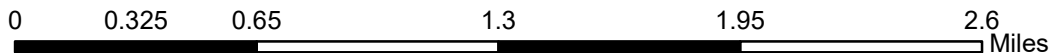
Multiuse Trails and Bicycle Facilities Project: CSAH 23 (Marshall St NE) Bikeway Project | Map ID: 1646915705876

## Results

Project NOT IN Regional Bicycle Transportation Corridor.



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



Created: 3/10/2022  
LandscapeRSA6



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

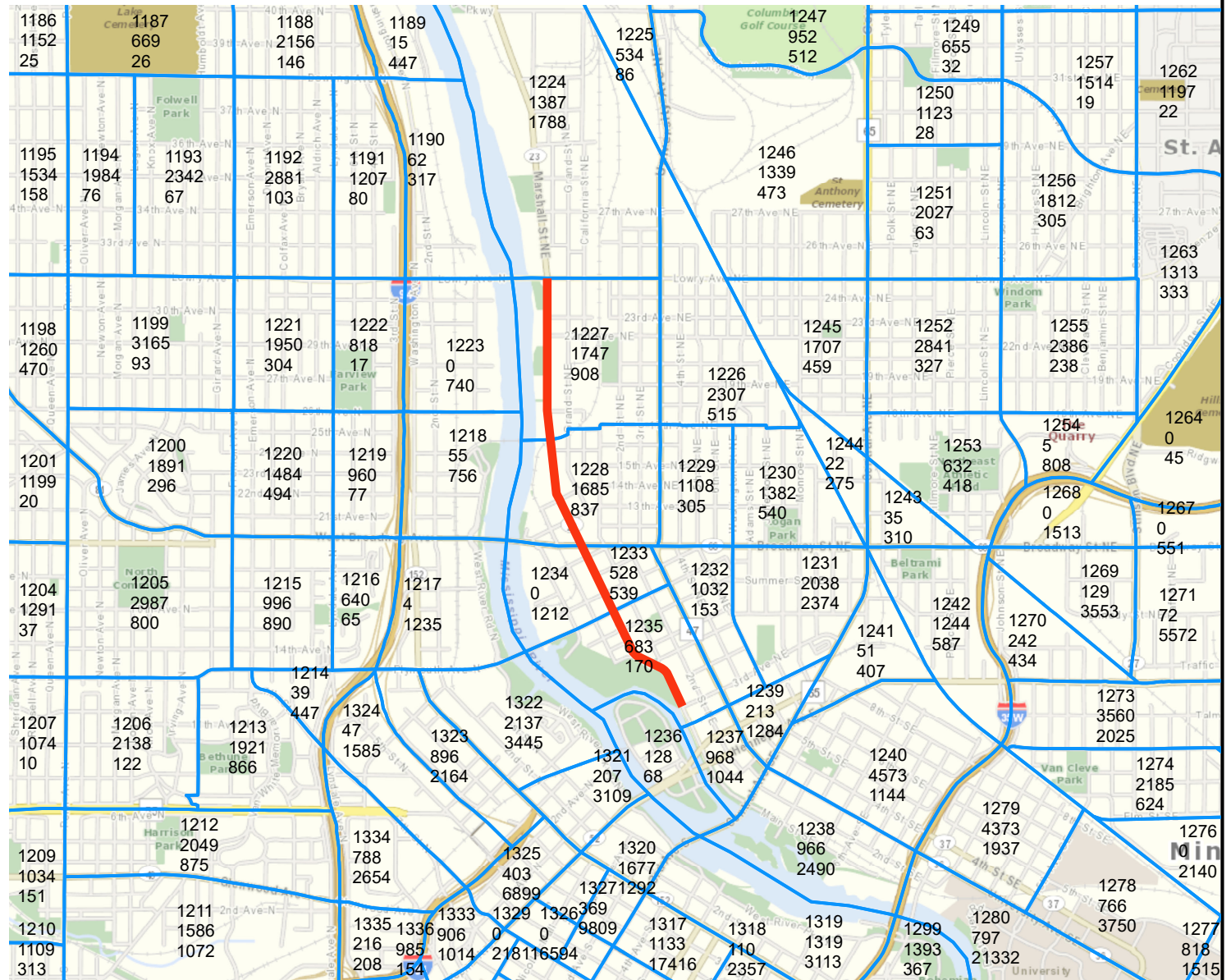


# Population/Employment Summary

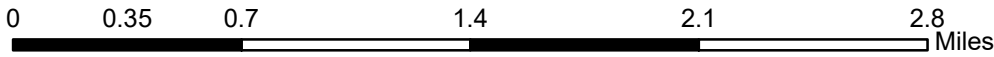
Multiuse Trails and Bicycle Facilities Project: CSAH 23 (Marshall St NE) Bikeway Project | Map ID: 1646915705876

## Results

Within ONE Mile of project:  
 Total Population: 47303  
 Total Employment: 122385



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



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 LandscapeRSA4



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

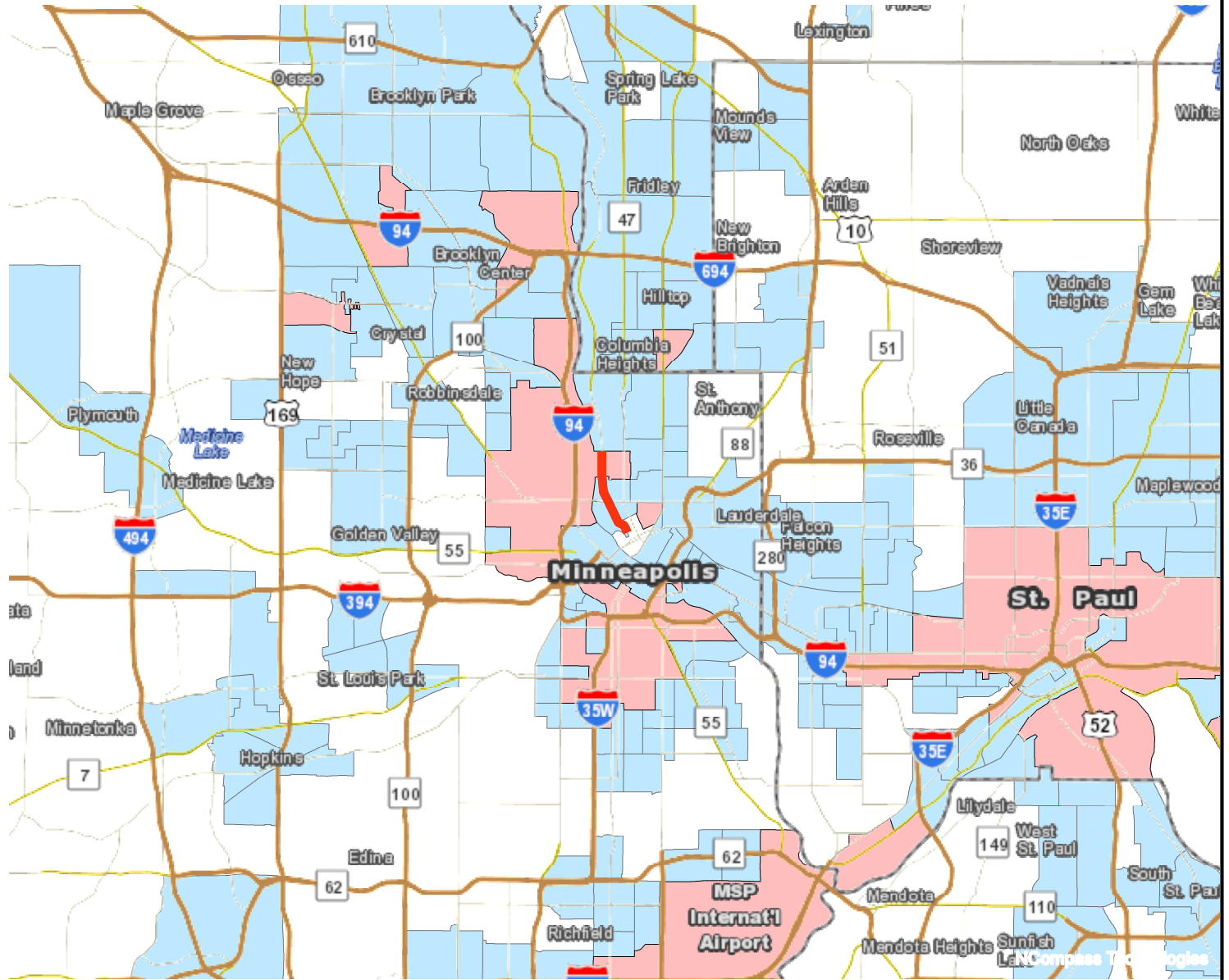


# Socio-Economic Conditions

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 4725

Project located IN an Area of Concentrated Poverty.



- Lines
- Regional Environmental Justice Area
- Area of Concentrated Poverty



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LandscapeRSA2



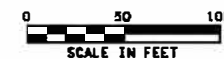
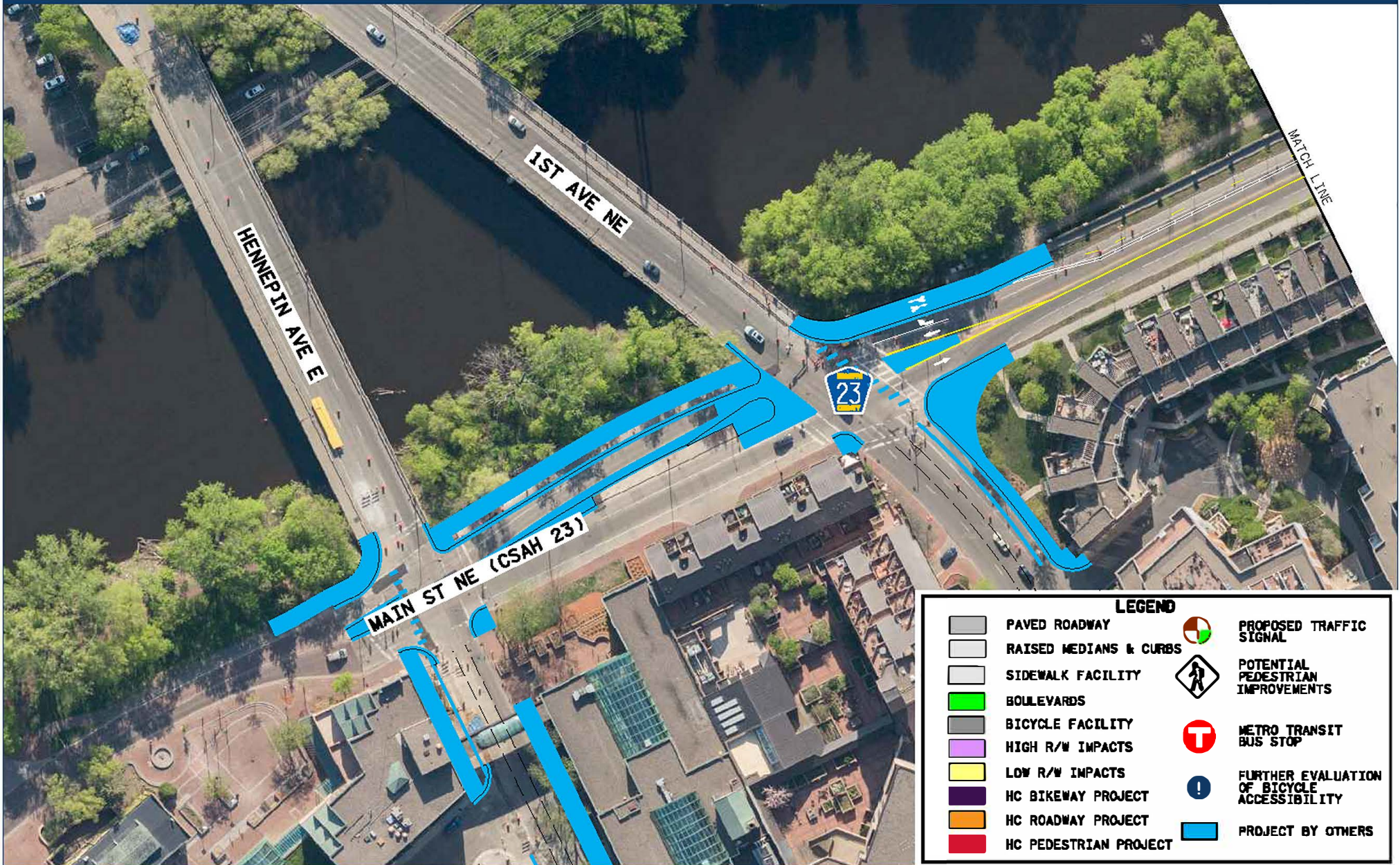
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY  
MINNESOTA


















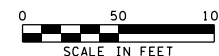


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept
















LEGEND			
	PAVED ROADWAY		PROPOSED TRAFFIC SIGNAL
	RAISED MEDIANS & CURBS		POTENTIAL PEDESTRIAN IMPROVEMENTS
	SIDEWALK FACILITY		METRO TRANSIT BUS STOP
	BOULEVARDS		FURTHER EVALUATION OF BICYCLE ACCESSIBILITY
	BICYCLE FACILITY		PROJECT BY OTHERS
	HIGH R/W IMPACTS		
	LOW R/W IMPACTS		
	HC BIKEWAY PROJECT		
	HC ROADWAY PROJECT		
	HC PEDESTRIAN PROJECT		

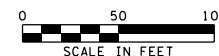
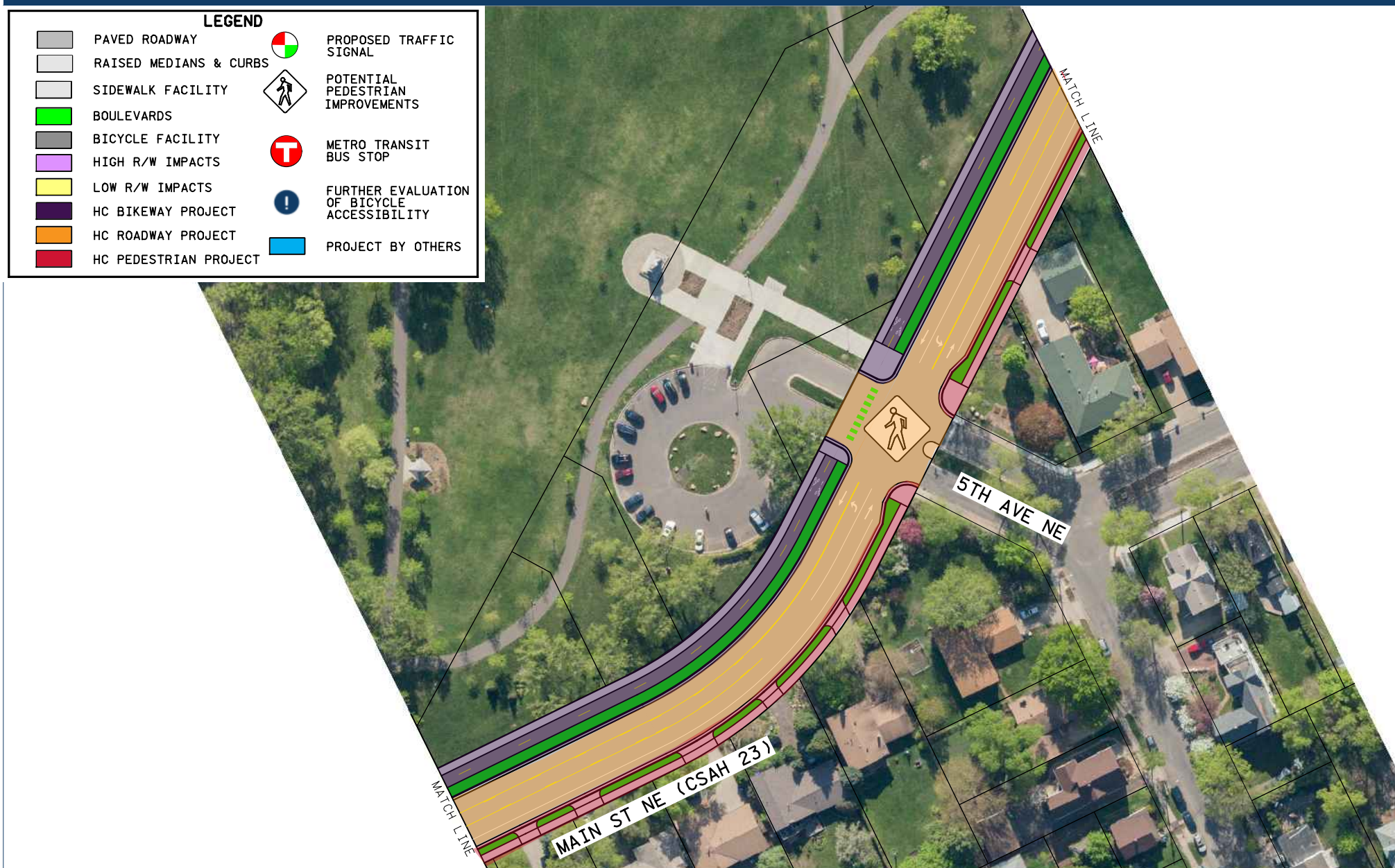


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept

LEGEND			
	PAVED ROADWAY		PROPOSED TRAFFIC SIGNAL
	RAISED MEDIANS & CURBS		POTENTIAL PEDESTRIAN IMPROVEMENTS
	SIDEWALK FACILITY		METRO TRANSIT BUS STOP
	BOULEVARDS		FURTHER EVALUATION OF BICYCLE ACCESSIBILITY
	BICYCLE FACILITY		PROJECT BY OTHERS
	HIGH R/W IMPACTS		
	LOW R/W IMPACTS		
	HC BIKEWAY PROJECT		
	HC ROADWAY PROJECT		
	HC PEDESTRIAN PROJECT		



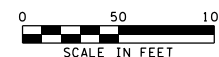
# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY  
MINNESOTA


















LEGEND			
	PAVED ROADWAY		PROPOSED TRAFFIC SIGNAL
	RAISED MEDIANS & CURBS		POTENTIAL PEDESTRIAN IMPROVEMENTS
	SIDEWALK FACILITY		METRO TRANSIT BUS STOP
	BOULEVARDS		FURTHER EVALUATION OF BICYCLE ACCESSIBILITY
	BICYCLE FACILITY		PROJECT BY OTHERS
	HIGH R/W IMPACTS		
	LOW R/W IMPACTS		
	HC BIKEWAY PROJECT		
	HC ROADWAY PROJECT		
	HC PEDESTRIAN PROJECT		

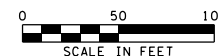
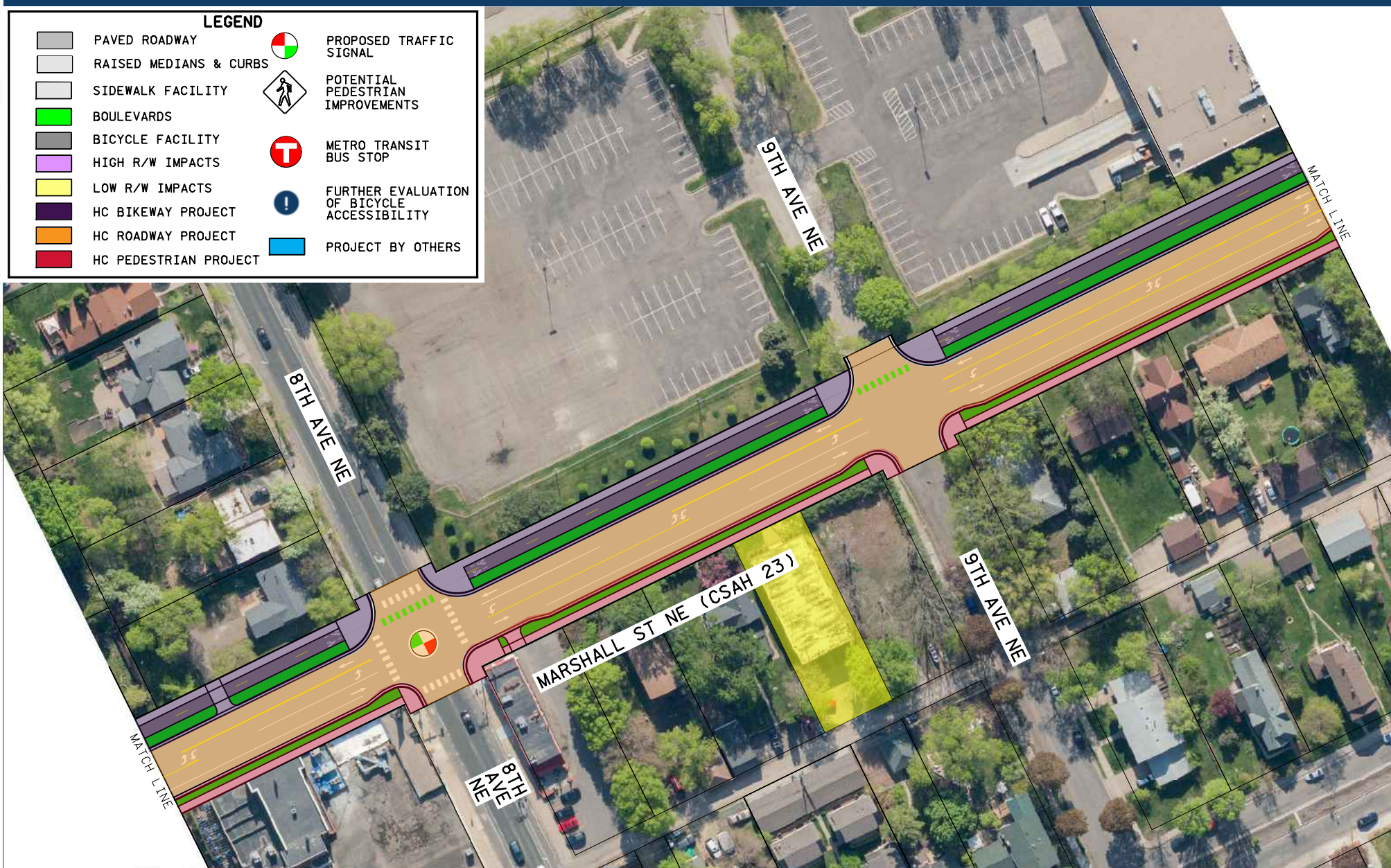


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept
















LEGEND			
	PAVED ROADWAY		PROPOSED TRAFFIC SIGNAL
	RAISED MEDIANS & CURBS		POTENTIAL PEDESTRIAN IMPROVEMENTS
	SIDEWALK FACILITY		METRO TRANSIT BUS STOP
	BOULEVARDS		FURTHER EVALUATION OF BICYCLE ACCESSIBILITY
	BICYCLE FACILITY		PROJECT BY OTHERS
	HIGH R/W IMPACTS		
	LOW R/W IMPACTS		
	HC BIKEWAY PROJECT		
	HC ROADWAY PROJECT		
	HC PEDESTRIAN PROJECT		

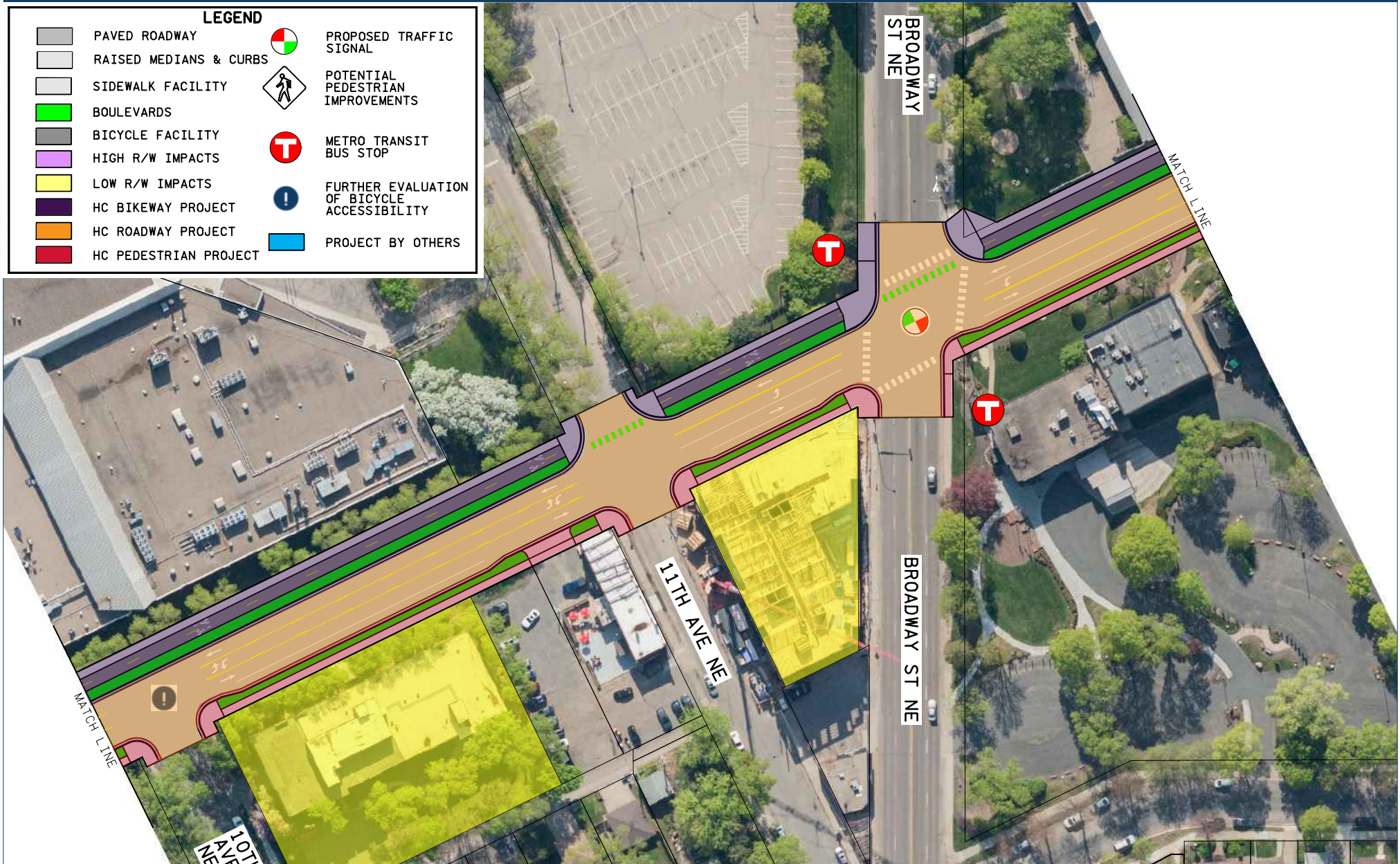


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept

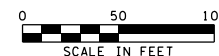
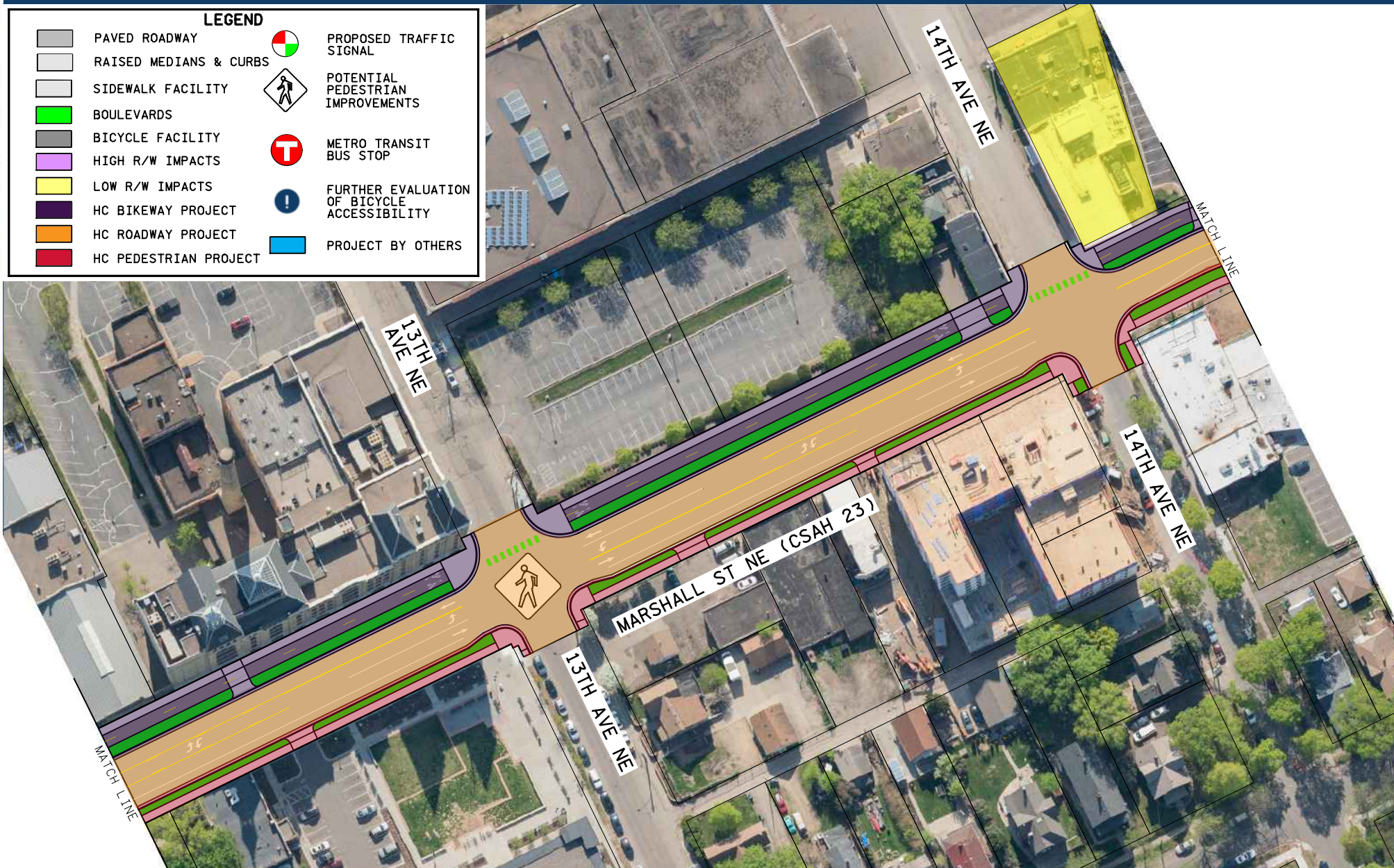
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# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept



# CSAH 23 (Marshall St NE) Bikeway Project

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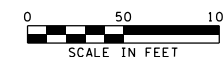
Attachment 05 | Potential Concept



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY  
MINNESOTA




















# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

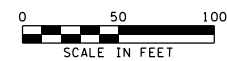
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MATCH LINE
















MATCH LINE

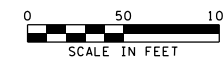
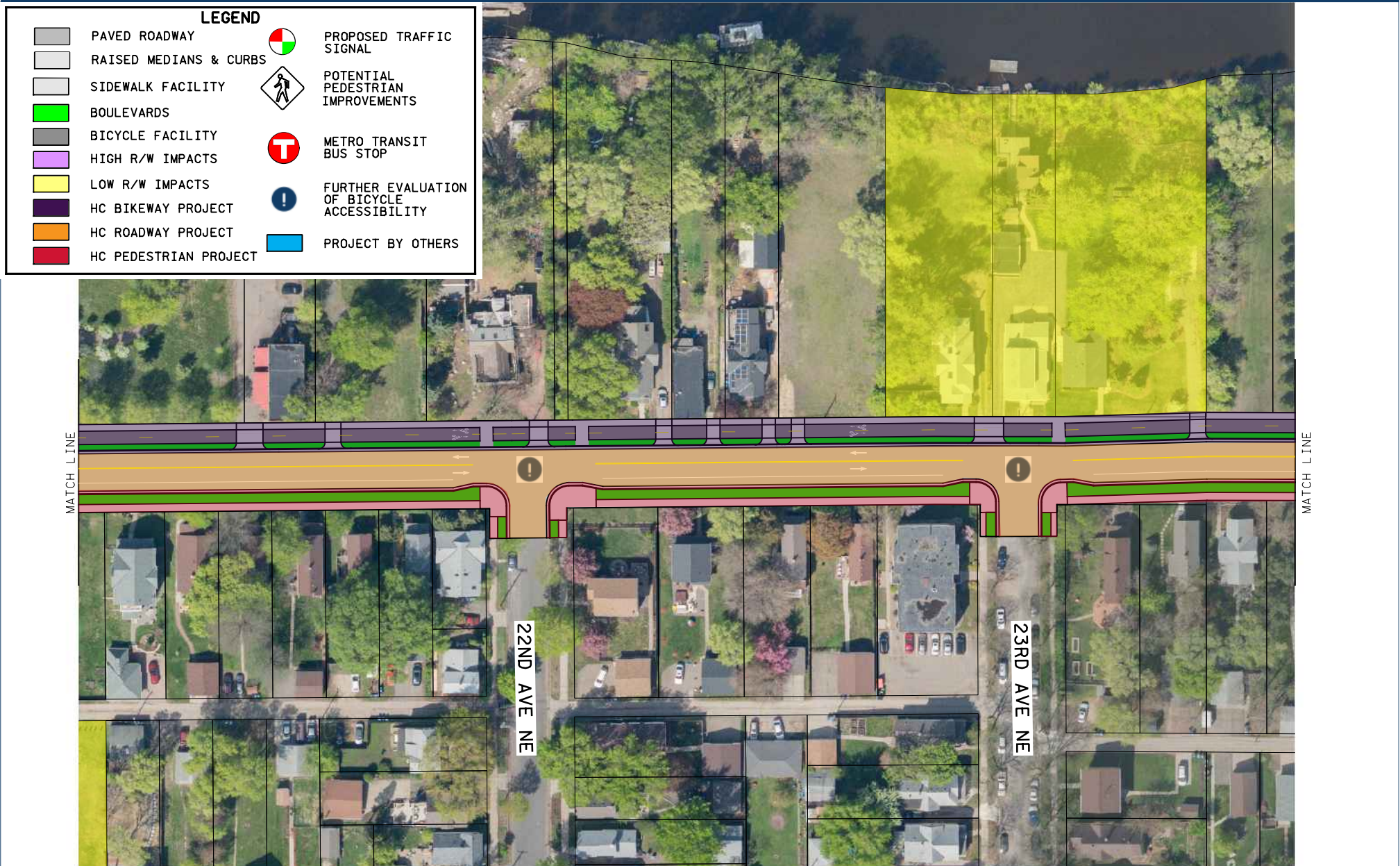


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept

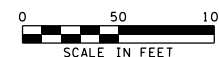
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# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY  
MINNESOTA



# **CSAH 23 (Marshall St NE) Bikeway Project**

## List of attachments

1. Project Narrative
2. Project Location Map
3. Existing Roadway Condition Photos
4. Potential Typical Section
5. Potential Concept
6. Hennepin County Board Resolution 22-0109
7. Hennepin County Enhanced Bikeway Network Study Maps
8. Minneapolis All Ages and Abilities Network Map
9. Affordable Housing Access Map and Detail Listing
10. Socio-Economic Equity Map
11. Crash Summary and Detail Listing
12. Crash Modification Factor
13. Multimodal Connections Map
14. Marshall St NE Transportation Study Engagement
15. City of Minneapolis Support Letter
16. Minneapolis Park and Recreation Board Support Letter

# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 01| Project Narrative

## Project Name

CSAH 23 (Marshall St NE) Bikeway Project

## City(ies)

Minneapolis

## Commissioner District(s)

2

## Capital Project Number

CP 2984500

## Project Category

Bikeway

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

4/7/2022

## Project Summary

Construct an off-street bi-directional protected bikeway and replace sidewalk facilities along the west side of Marshall Street NE (CSAH 23) from 3rd Avenue NE to Lowry Avenue NE (CSAH 153) in the City of Minneapolis.

## Roadway History

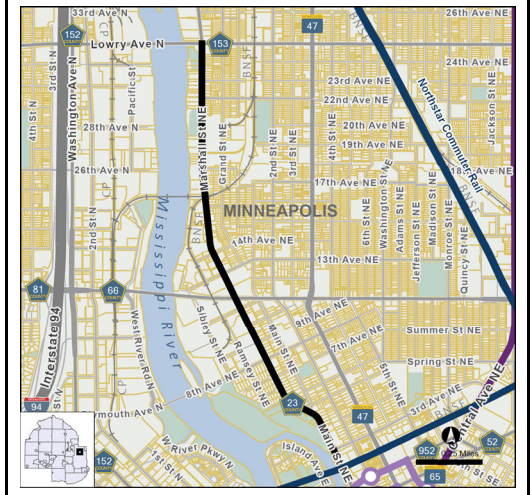
The existing roadway (last reconstructed in 1959) lacks dedicated facilities for people biking along this key north/south corridor that parallels the Mississippi River throughout Northeast Minneapolis. In addition, the existing accommodations for people walking are relatively uncomfortable as the sidewalk facilities are in poor condition, no consistent boulevard space exists, and walking paths are often obstructed by utility poles and fire hydrants.

## Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety for people walking and biking through the construction of a protected bikeway and corresponding boulevard and sidewalk improvements along the west side of Marshall Street NE (CSAH 23). Northeast Minneapolis currently lacks a comfortable north/south connection for people biking, and the proposed project will provide an All Ages and Abilities facility that connects to the surrounding bikeway transportation network.

## Project Risks & Uncertainties

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

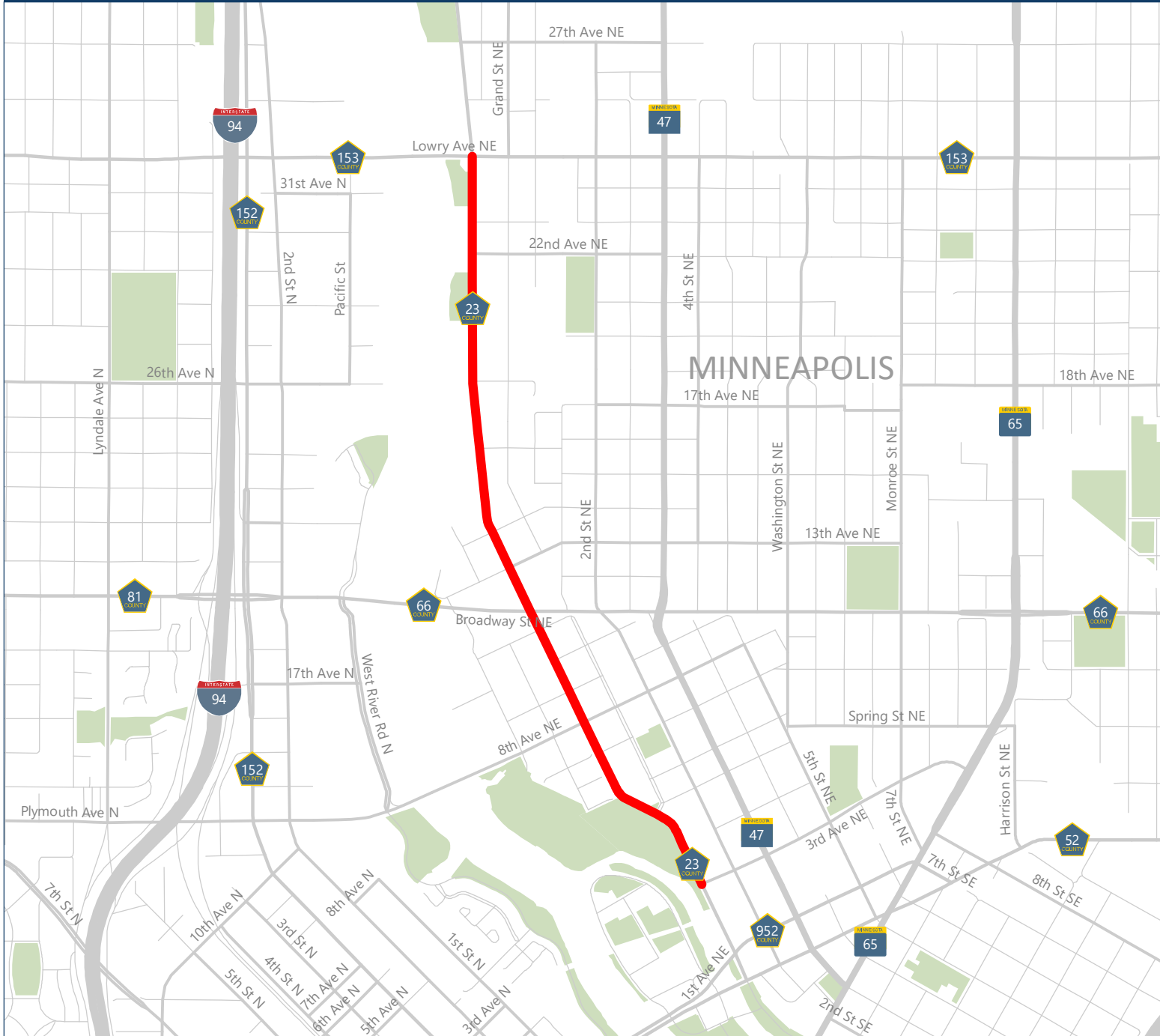
Project Budget -	Project Level
Construction: \$	4,720,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,210,000
Design Services: \$	780,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	520,000
Contingency: \$	1,420,000
<b>Total Project Budget: \$</b>	<b>7,930,000</b>

## Funding Notes


# CSAH 23 (Marshall St NE) Bikeway Project

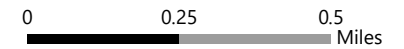
Attachment 02 | Project Location Map

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**Key**

 Project Location



**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: 1/21/2022



# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 03 | Existing Roadway Condition Photos



View of the existing on-street bicycle facilities, facing north along Marshall St NE at 8<sup>th</sup> Ave NE.



View of the 4-lane configuration without on-street bicycle facilities, facing north along Marshall St NE at Broadway St NE.

# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 03 | Existing Roadway Condition Photos



Aging pedestrian ramp without truncated domes, 8<sup>th</sup> Ave NE intersection.



Vehicles driving in on-street bicycle facilities, north of 5<sup>th</sup> Ave NE.



Uneven and aging concrete sidewalks, east side of Marshall St NE north of 8<sup>th</sup> Ave NE.



Degraded pavement in the crosswalk of 5<sup>th</sup> Ave NE on the east side of Marshall St NE.





# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 04 | Potential typical section

**Figure 1.2: Marshall St NE Preferred Concept Typical Section**



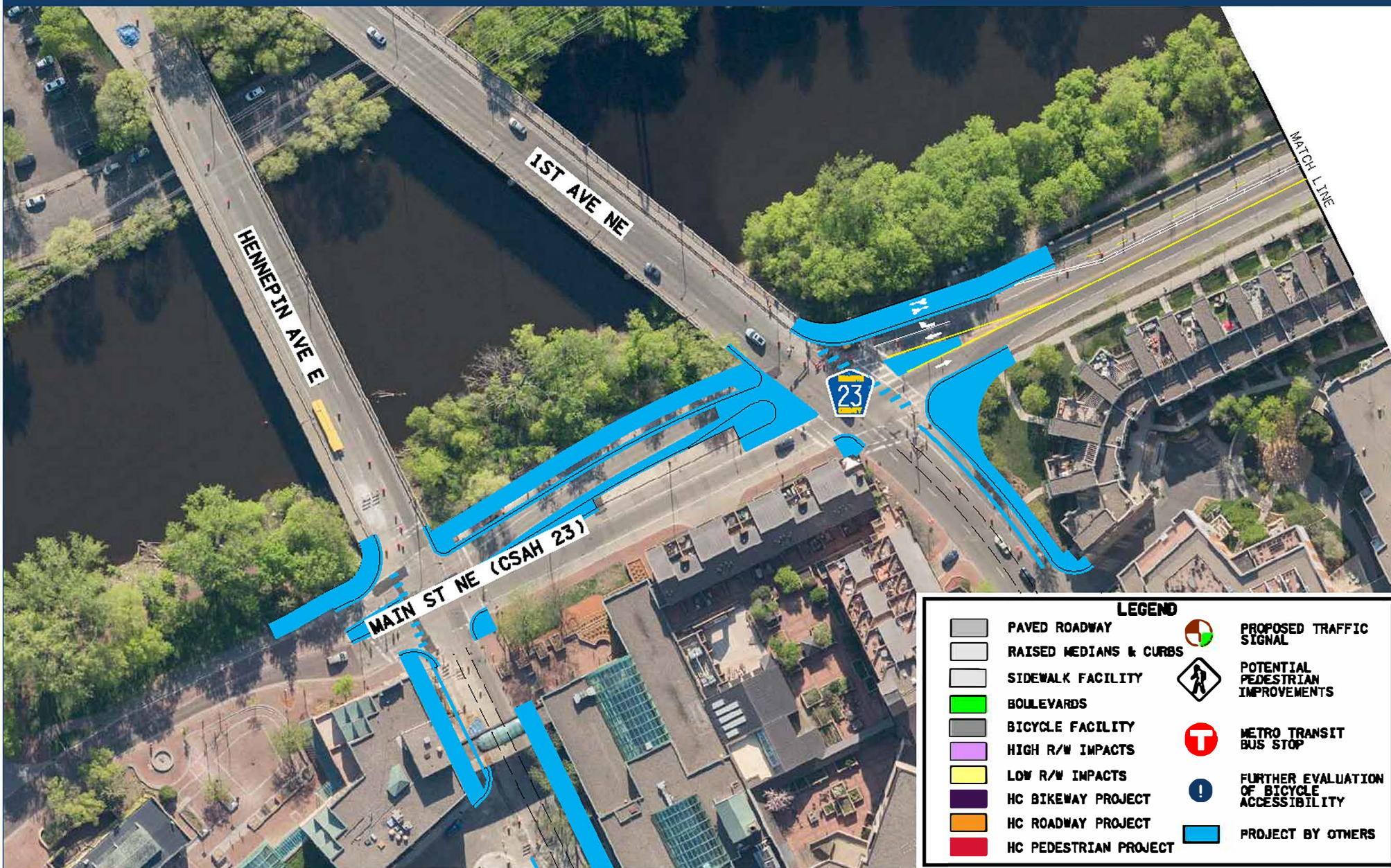
Source: Marshall St NE Transportation Feasibility Study Report

[hennepin.us/-/media/hennepinus/residents/transportation/marshall/marshall-street-2018-design-study.pdf](https://www.hennepin.us/-/media/hennepinus/residents/transportation/marshall/marshall-street-2018-design-study.pdf)

# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept
















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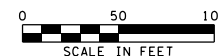


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
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Attachment 05 | Potential Concept
















LEGEND			
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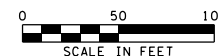
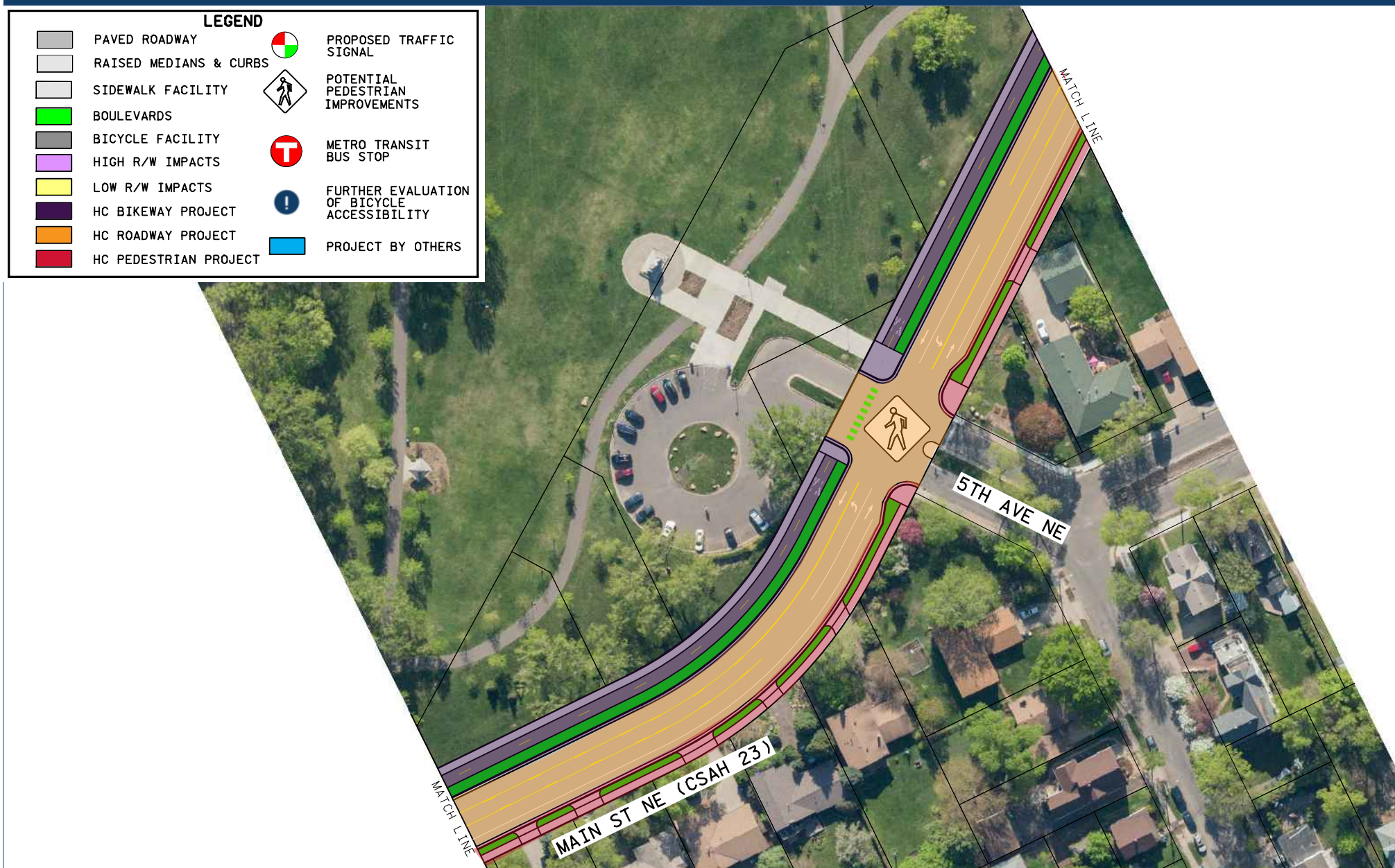


# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
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Attachment 05 | Potential Concept

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# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept
















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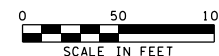


# CSAH 23 (Marshall St NE) Bikeway Project

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










Attachment 05 | Potential Concept

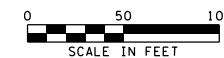
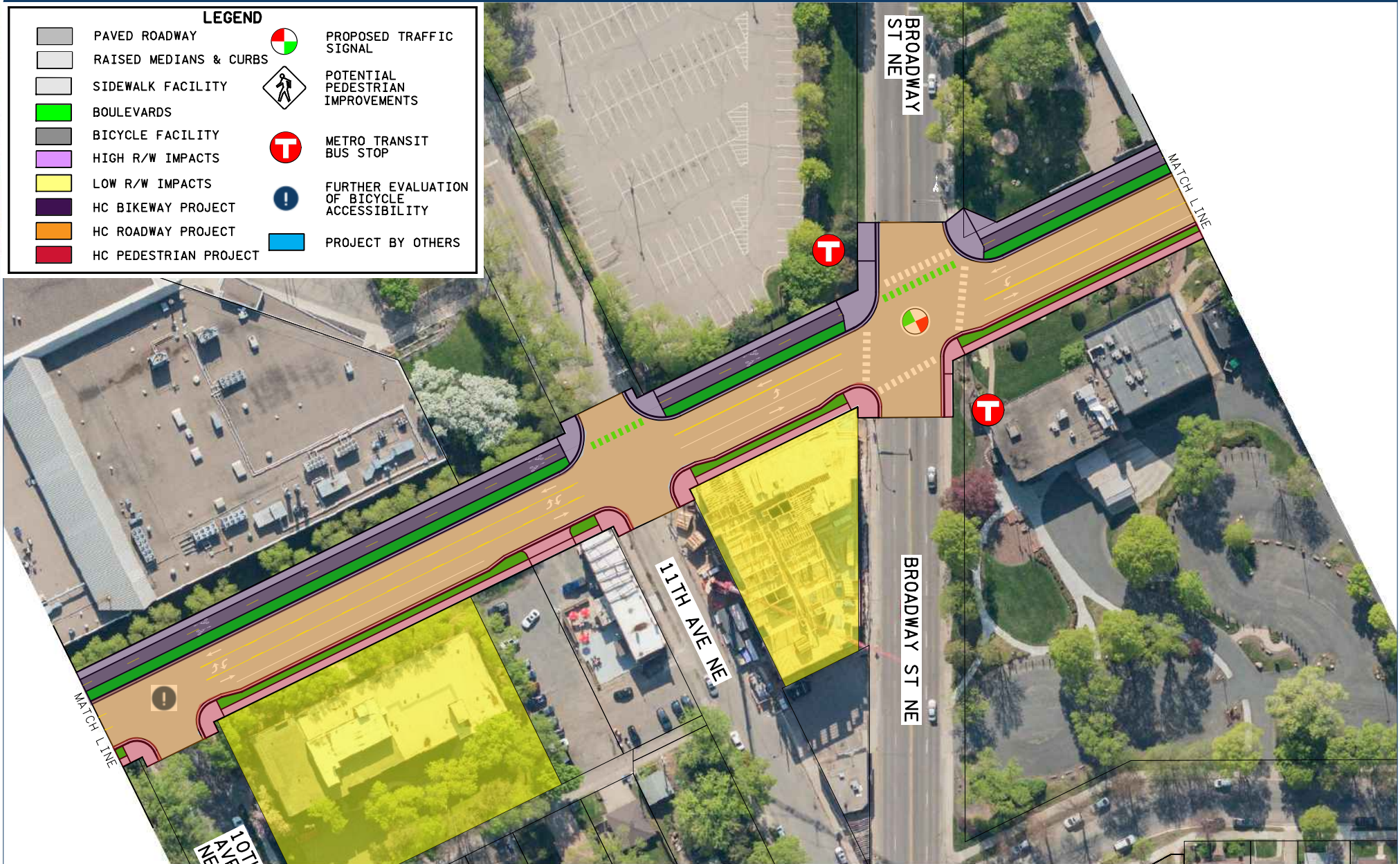
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# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

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












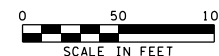
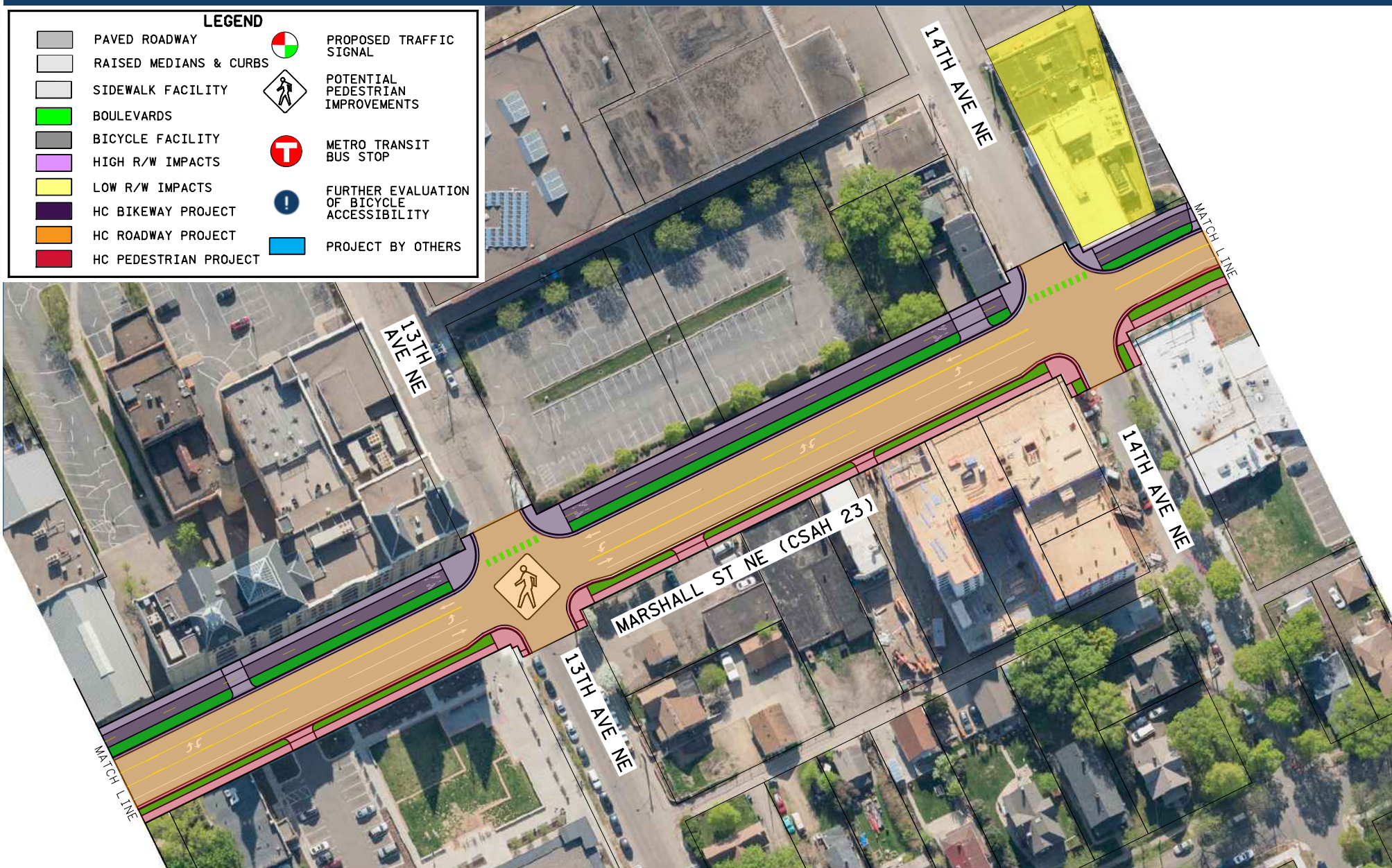
# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
MINNESOTA

Attachment 05 | Potential Concept

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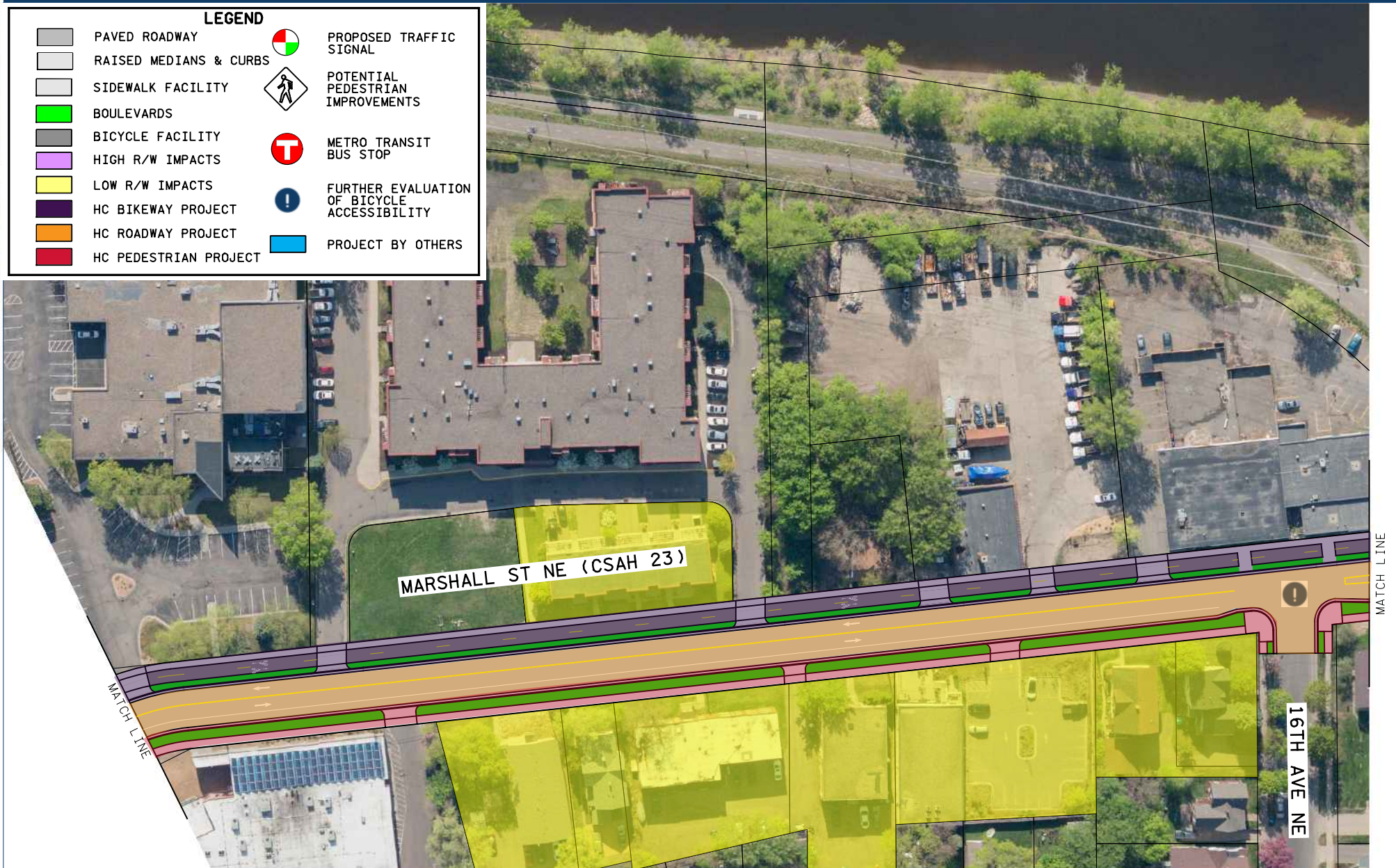
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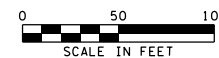
Attachment 05 | Potential Concept



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept
















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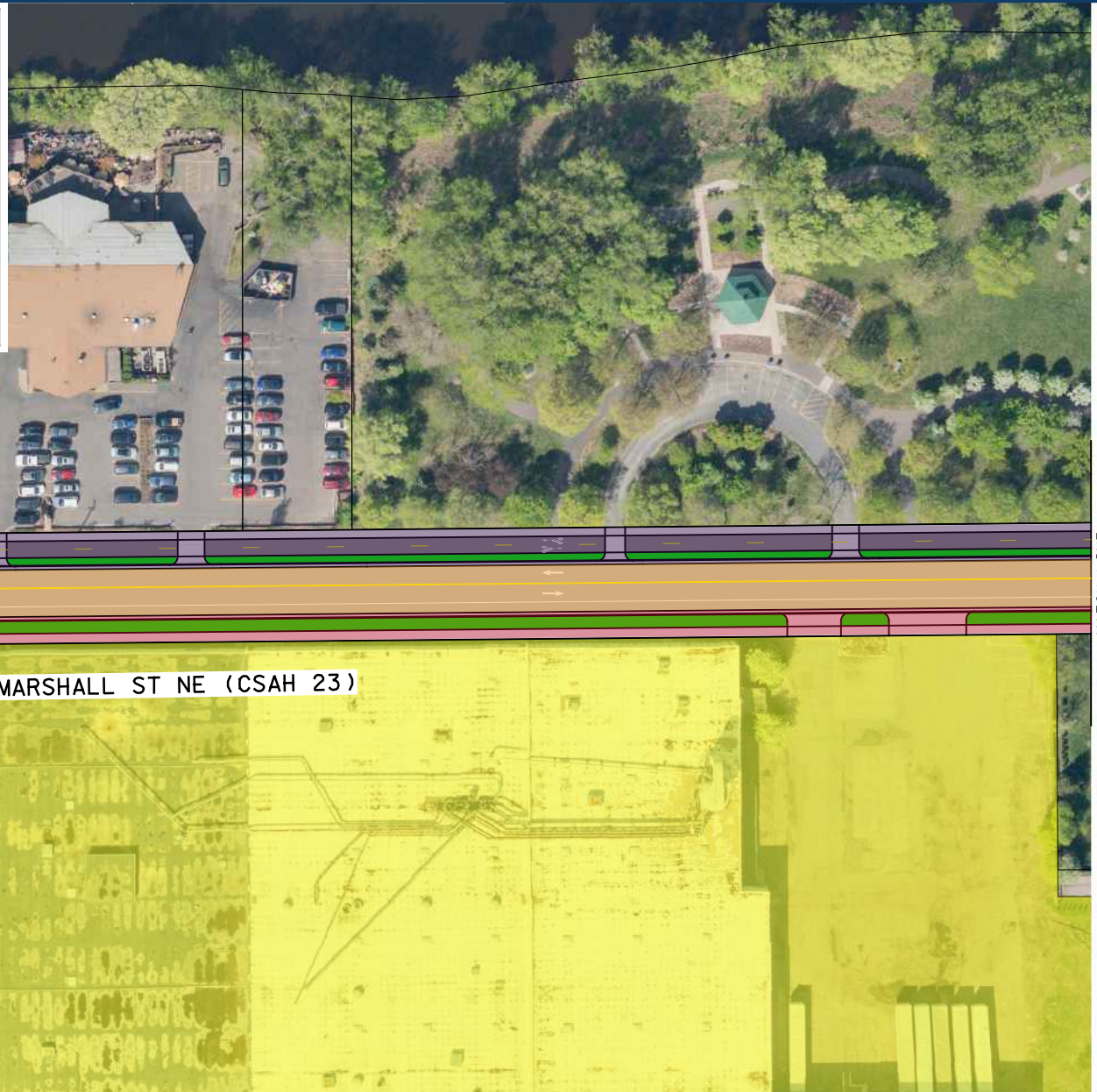


# CSAH 23 (Marshall St NE) Bikeway Project

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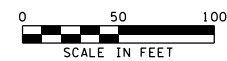
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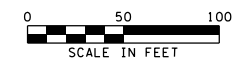
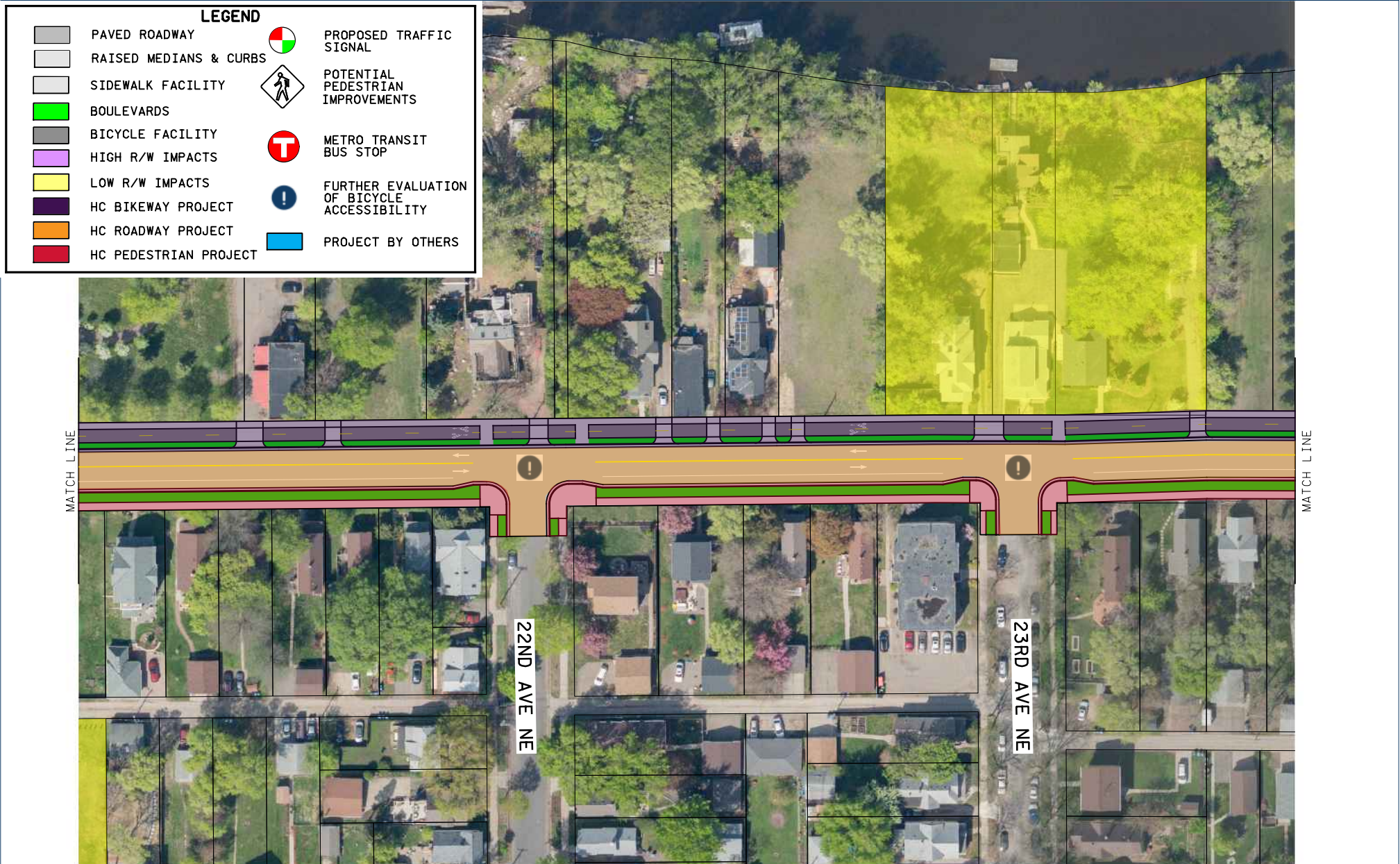
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# CSAH 23 (Marshall St NE) Bikeway Project

HENNEPIN COUNTY  
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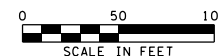
Attachment 05 | Potential Concept



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY  
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# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 06 | Hennepin County Board Resolution 22-0109

## HENNEPIN COUNTY MINNESOTA

Hennepin County, Board of Commissioners

### RESOLUTION 22-0109

2022

---

The following resolution was moved by Commissioner Angela Conley and seconded by Commissioner Debbie Goettel:

BE IT RESOLVED, that Hennepin County be authorized to apply for federal funding through the Regional Solicitation for the following projects (separated by category) on various County State Aid Highways (CSAHs) throughout the county:

#### Roadway Reconstruction/Modernization

Projects programmed in the 2022-2026 CIP:

- Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in Minneapolis
- Dayton River Road (CSAH 12) from Colburn Street to North Diamond Lake Road (CSAH 144) in Dayton and Champlin
- Lyndale Avenue (CSAH 22) from the Hennepin County Regional Railroad Authority (HCRRA) bridge to Franklin Avenue (CSAH 5) in Minneapolis

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Penn Avenue (CSAH 32) from 75th Street to the Trunk Highway 62 South Ramp in Richfield
- Cedar Avenue (CSAH 152) from Lake Street (CSAH 3) to 24th Street in Minneapolis

#### Bridge Rehabilitation/Replacement

Project programmed in the 2022-2026 CIP:

- Bass Lake Road (CSAH 10) bridge over the Twin Lakes Inlet in Brooklyn Center and Crystal

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Pioneer Trail (CSAH 1) bridge over the HCRRA corridor in Eden Prairie
- Eden Prairie Road (CSAH 4) bridge over Twin Cities and Western Railroad in Eden Prairie

#### Multiuse Trails/Bicycle and Pedestrian Facilities (sidewalks, streetscaping and improved accessibility)

Project partially programmed in the 2022-2026 CIP:

- Lake Street (CSAH 3) from Dupont Avenue to the Mississippi River

Project identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Marshall Street NE (CSAH 23) from Third Avenue NE to Lowry Avenue NE (CSAH 153).

Project not currently identified in the county's 2022-2026 CIP or 10-year work-plan:

- Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from Lake Street (CSAH 3) to the I-94/I-35W Bridge in Minneapolis

Mobility and Safety

Projects not currently identified in the county's 10-year work-plan or 5-year CIP:

- Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in Plymouth
- Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in Maple Grove

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

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**County of Hennepin  
Board of County Commissioners**

---

<b>YEAS</b>	<b>NAYS</b>	<b>ABSTAIN</b>	<b>ABSENT</b>
Marion Greene			
Debbie Goettel			
Irene Fernando			
Angela Conley			
Jeff Lunde			
Chris LaTondresse			
Kevin Anderson			

**RESOLUTION ADOPTED ON**                      **3/22/2022**

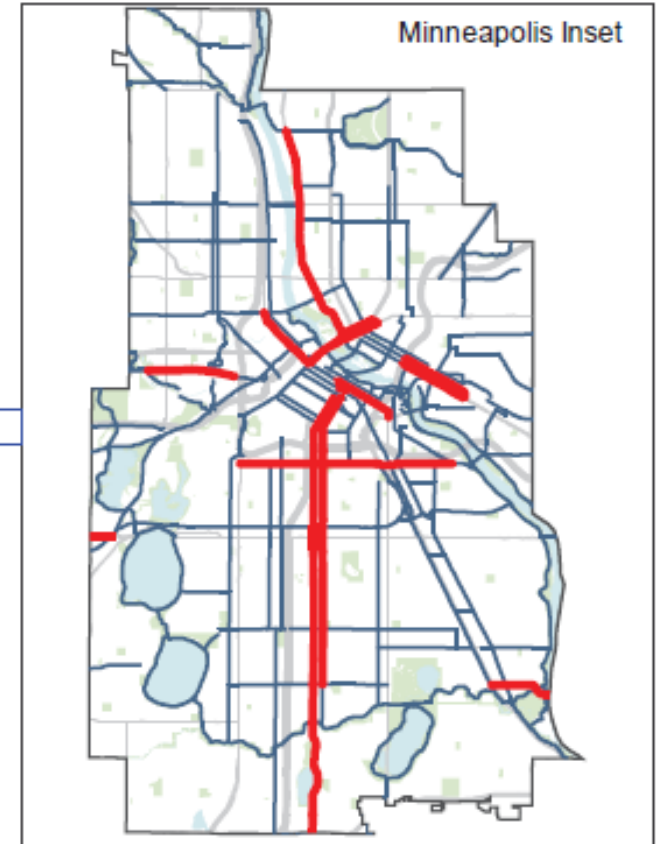
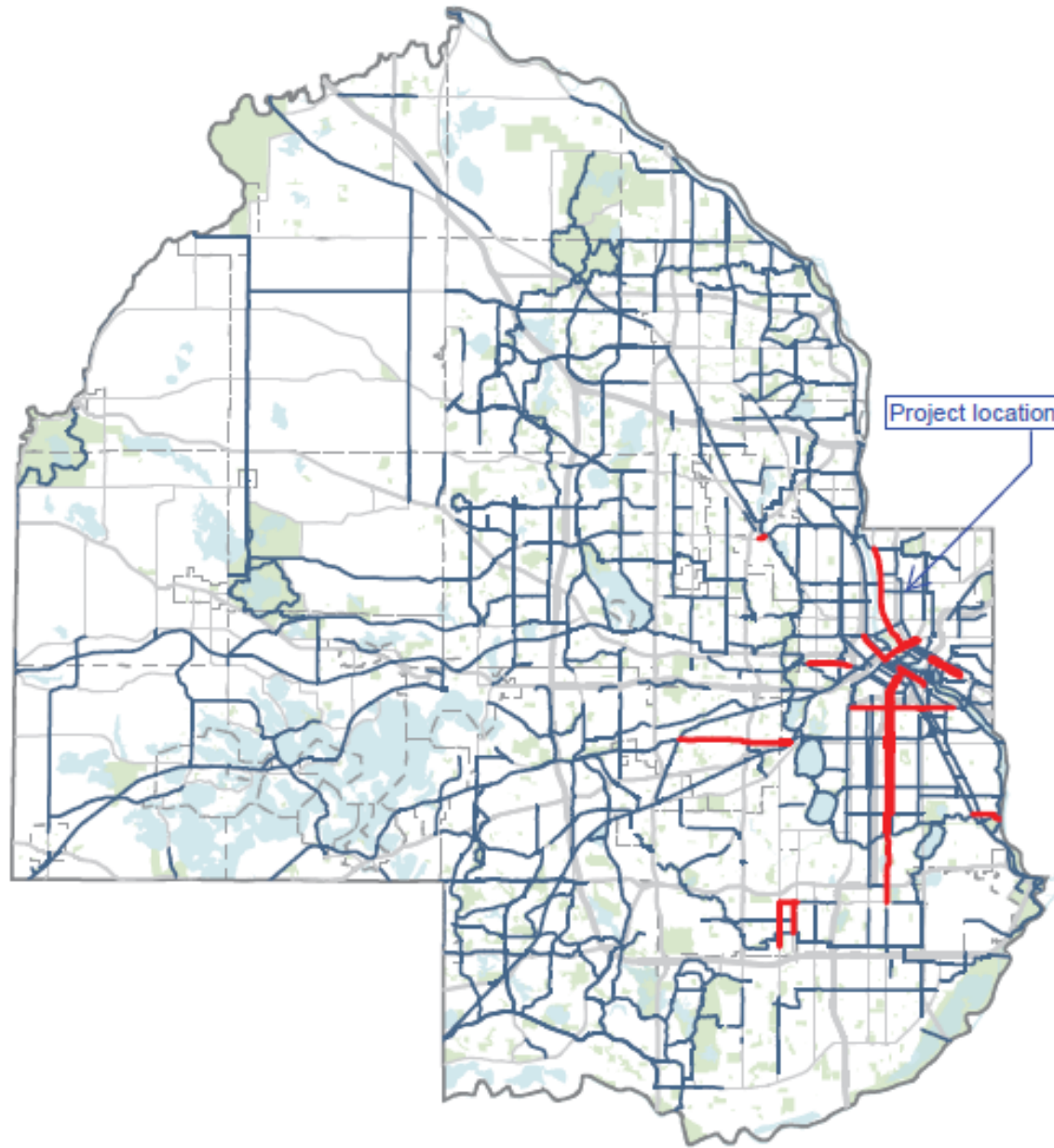
**ATTEST:**                      M. Roge  
 \_\_\_\_\_  
**Deputy/Clerk to the County Board**





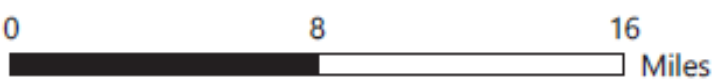
# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 07 | Hennepin County Enhanced Bikeway Study Maps

HENNEPIN COUNTY  
MINNESOTA



-  Hennepin Proposed Enhanced Bikeway
-  Open Bikeway



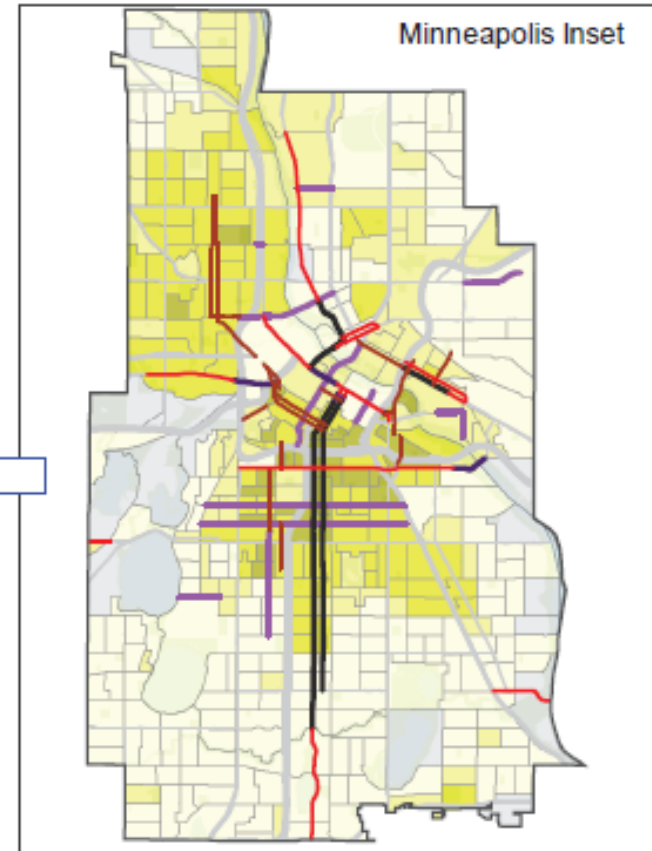
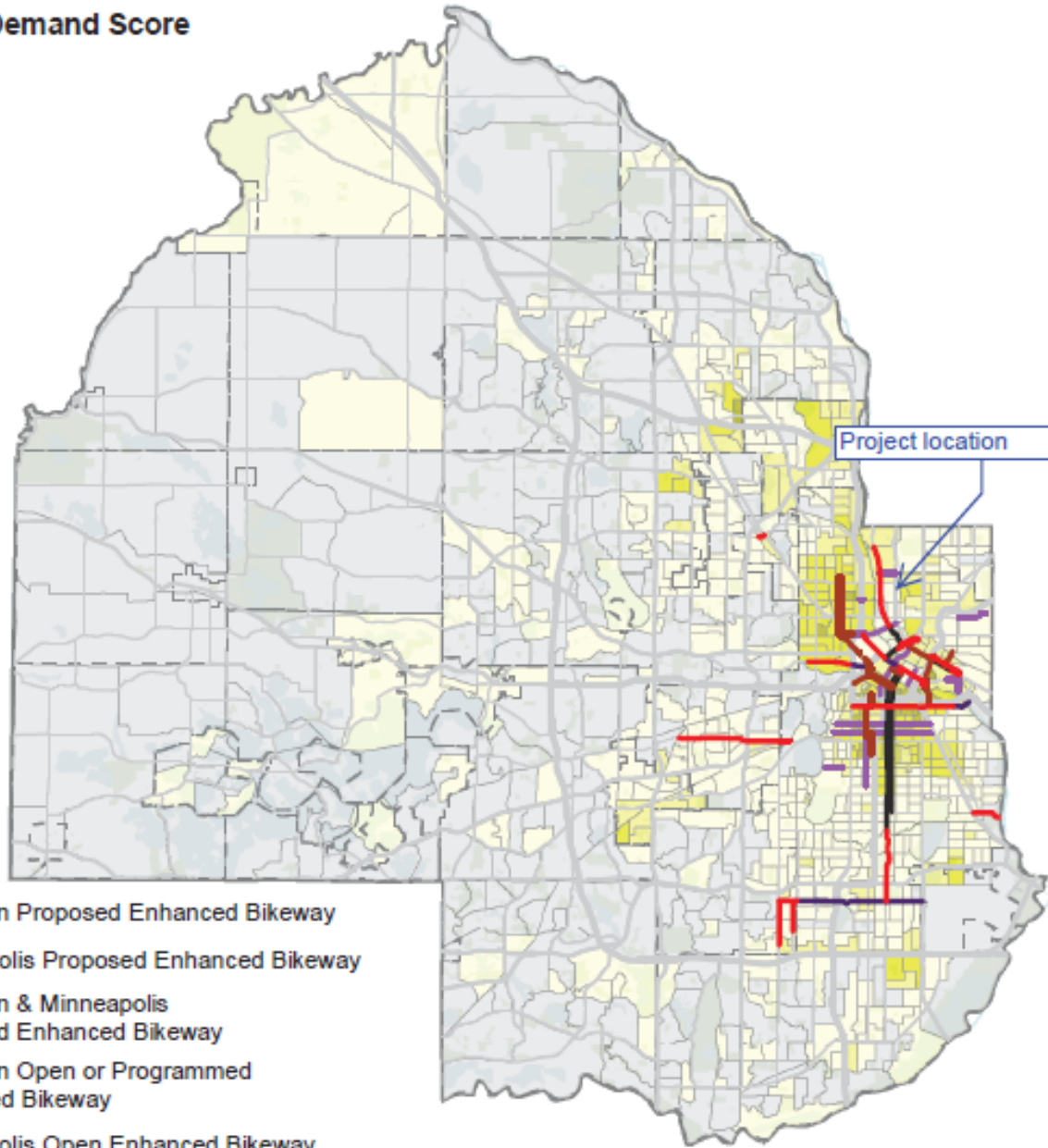
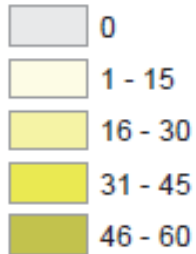


# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 07 | Hennepin County Enhanced Bikeway Study Maps

HENNEPIN COUNTY  
MINNESOTA

## Equity and Demand Score



- Hennepin Proposed Enhanced Bikeway
- Minneapolis Proposed Enhanced Bikeway
- Hennepin & Minneapolis Proposed Enhanced Bikeway
- Hennepin Open or Programmed Enhanced Bikeway
- Minneapolis Open Enhanced Bikeway

Equity and demand scores were calculated by summing scores using three criteria: areas of concentrated poverty, population density, percentage of households with no vehicle. Highly-scored areas should get more investment consideration based on these measures.

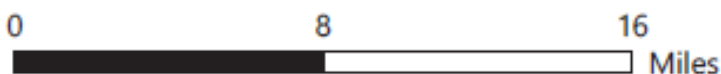
Area of concentrated poverty: Yes=20, No=0

\*Population density: 20, 15, 10, 5, 0

\*Households with no vehicle: 20, 15, 10, 5, 0

\*These criteria were grouped into five categories and scored using the natural breaks classification scheme

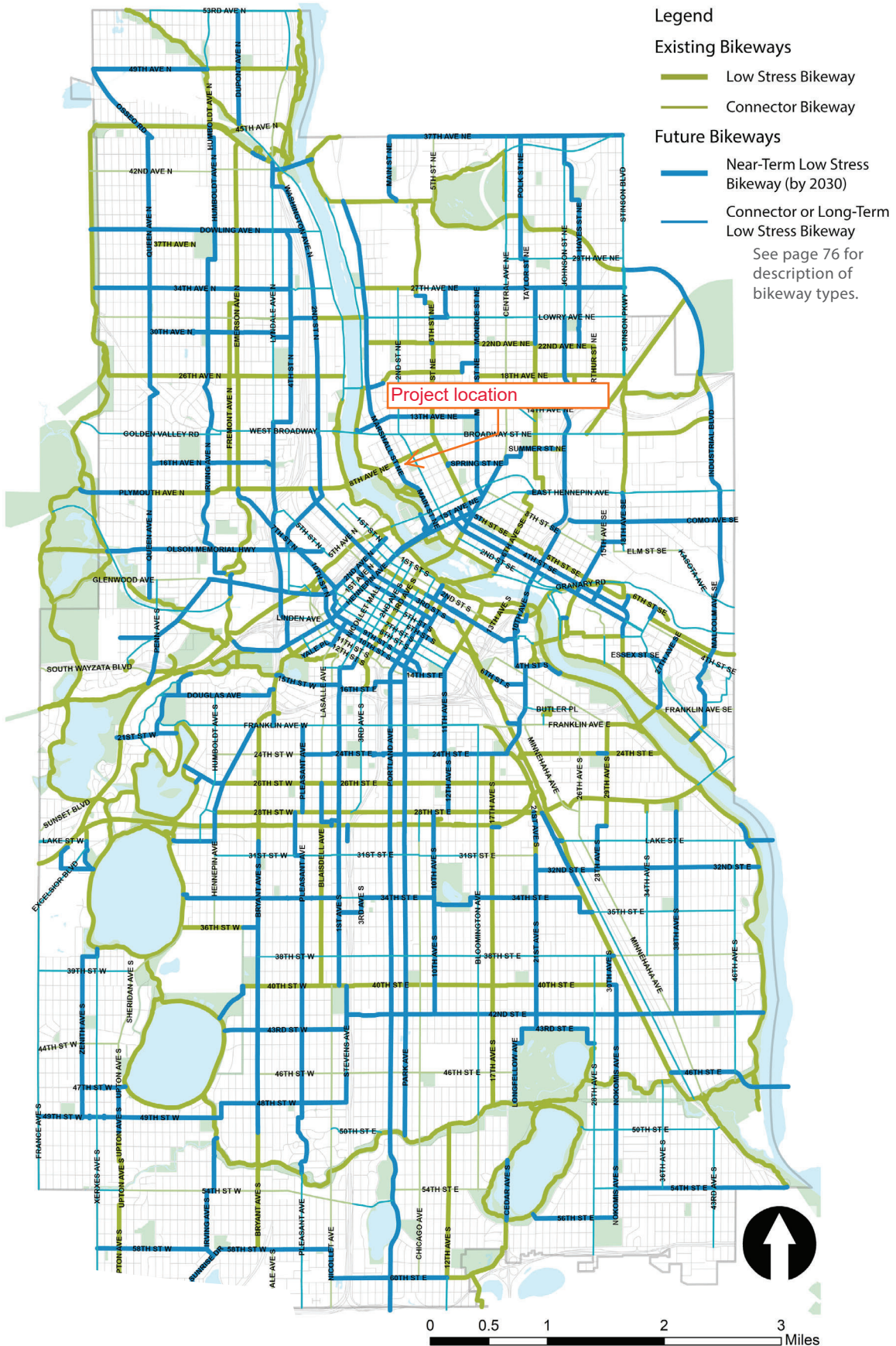
Source: Metropolitan Council, 2012-2016 American Community Survey





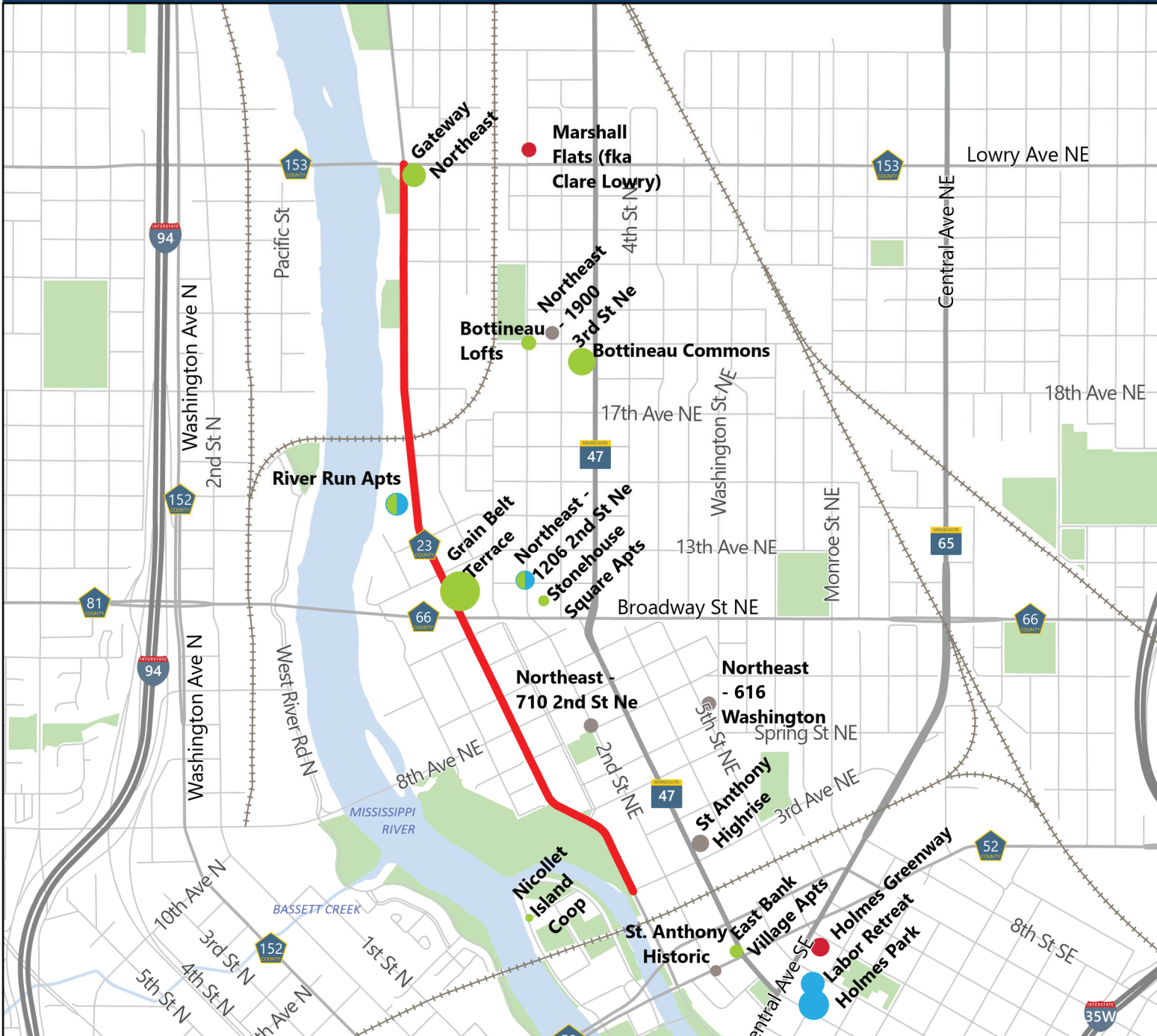
# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 08 | Minneapolis All Ages & Abilities Network Map



# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 09 | Affordable Housing Access Map and Detail Summary



**Key**

- Project Location

**Population Served**

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

**Affordable Units**

- 1-5
- 6-50
- 51-100
- 101-150

**Construction Status**

- Existing Affordable Housing
- Proposed or Under Construction

0 0.1 0.2 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: 2/17/2022



# CSAH 23 (Marshall Ave NE) Bikeway Project

## Attachment 09: Affordable Housing Access Map and Detail Summary

Location Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4+ BR
Bottineau Lofts	37	37	11	0	0	2	7	17	11	0
Bottineau Commons	119	94	25	0	0	0	28	48	18	0
St. Anthony Historic	20	20	0	0	0	10	10	0	0	0
River Run Apts	74	74	0	0	0	0	9	48	17	0
Holmes Park	107	107	107	0	0	0	76	25	6	0
Labor Retreat	77	77	77	0	0	0	63	14	0	0
Holmes Greenway	54	54	0	0	0	0	18	36	0	0

CSAH 23 (Marshall Ave NE) Bikeway Project

Attachment 09: Affordable Housing Access Map and Detail Summary

Location Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4+ BR
Stonehouse Square Apts	19	19	19	0	0	0	8	11	0	0
East Bank Village Apts	30	30	0	18	0	0	7	15	8	0
Northeast - 1206 2nd St Ne	57	57	57	0	0	0	56	1	0	0
Marshall Flats (fka Clare Lowry)	36	36	7	29	0	22	14	0	0	0
Grain Belt Terrace	150	150	0	0	150	8	72	58	12	0
Northeast - 1900 3rd St Ne	32	32	32	0	0	0	32	0	0	0
Northeast - 616 Washington	35	35	35	0	0	0	35	0	0	0

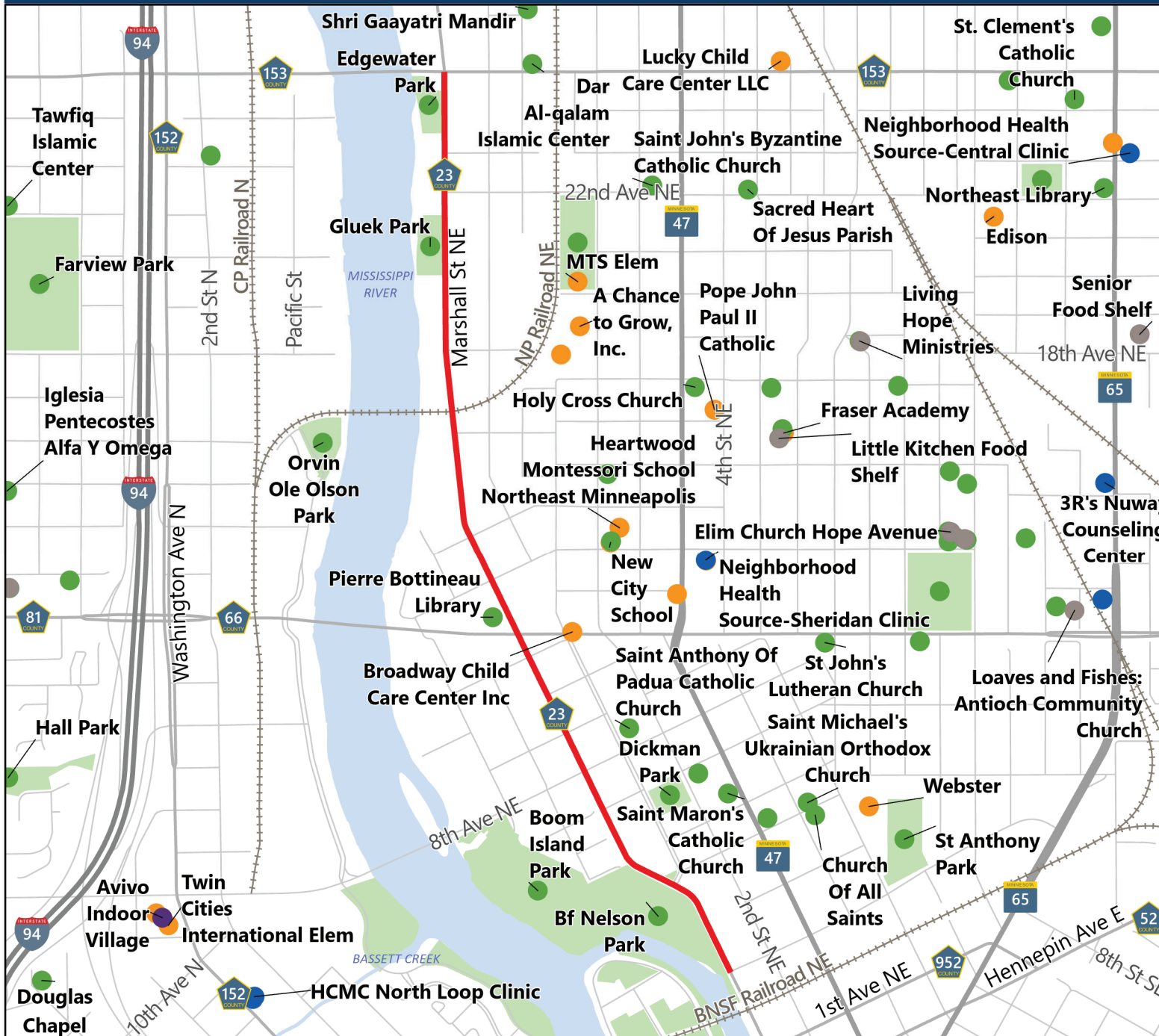
CSAH 23 (Marshall Ave NE) Bikeway Project

Attachment 09: Affordable Housing Access Map and Detail Summary

Location Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4+ BR
Northeast - 710 2nd St Ne	35	35	35	0	0	0	35	0	0	0
St Anthony Highrise	48	48	48	0	0	0	48	0	0	0
Gateway Northeast	129	77	10	16	0	51	46	21	10	
Nicollet Island Coop	22	5	0	5	0	0	10	12	0	0

# CSAH 23 (Marshall Ave) Bikeway Project

## Attachment 10 | Socio-Economic Equity Map



**Key**

— Project Location

**Resource Category**

- Healthcare Facilities
- Schools & Childcare
- Community Facilities
- Homeless Shelters
- Food Shelves

0 0.2 0.4 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: 3/21/2022



# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 11 | Crash Summary and Detail Listing

Total number of reported crashes involving all users: 325

Table 01 | Pedestrian reported crashes: 8

<b>Year</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>N</b>
<b>2012</b>	1	0	0	1	0	0
<b>2013</b>	0	0	0	0	0	0
<b>2014</b>	0	0	0	0	0	0
<b>2015</b>	0	0	0	0	0	0
<b>2016</b>	0	0	0	0	0	0
<b>2017</b>	0	0	0	0	0	0
<b>2018</b>	1	0	0	1	0	0
<b>2019</b>	2	0	0	0	2	0
<b>2020</b>	2	0	0	1	1	0
<b>2021</b>	2	0	0	2	0	0
<b>Ten Year Totals</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>

Table 02 | Bicycle reported crashes: 8

<b>Year</b>	<b>Total</b>	<b>K</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>N</b>
<b>2012</b>	2	0	0	1	1	0
<b>2013</b>	3	0	0	1	2	0
<b>2014</b>	1	0	0	1	0	0
<b>2015</b>	1	0	0	0	1	0
<b>2016</b>	2	0	0	2	0	0
<b>2017</b>	3	0	0	0	1	2
<b>2018</b>	0	0	0	0	0	0
<b>2019</b>	1	0	0	1	0	0
<b>2020</b>	0	0	0	0	0	0
<b>2021</b>	1	0	1	0	0	0
<b>Ten Year Totals</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>2</b>



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 11 | Crash Summary and Detail Listing

Incident ID	Roadway	Month	Day	Year	Hour	BASIC TYPE	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00383541	MARSHALL ST NE	9	17	2016	9	Bike	B - Minor	0	1	2	44.995182	-93.266614
10885251	MARSHALL ST NE	8	12	2013	10	Bike	B - Minor	0	1	2	44.9952	-93.266625
00500638	MARSHALL ST NE	9	11	2017	13	Bike	C - Possib	0	1		44.99856	-93.269048
00454267	MARSHALL ST NE	5	23	2017	6	Bike	N - Prop I	0	1	2	44.998675	-93.269127
10979093	Marshall St NE	8	9	2014	22	Bike	B - Minor	0	3	18	44.998721	-93.26916
00910942	MARSHALL ST NE	6	9	2021	10	Bike	A - Serious	0	2	1	44.998872	-93.269264
11050349	Marshall St NE	6	18	2015	17	Bike	C - Possib	0	1	21	45.000076	-93.270088
00506179	MARSHALL ST NE	10	4	2017	15	Bike	N - Prop I	0	1	99	45.00008	-93.27009
00707793	NE MARSHALL ST	5	4	2019	15	Bike	B - Minor	0	1		45.005406	-93.271635
10812058	Marshall St. NE	10	24	2012	21	Bike	B - Minor	0	1	2	45.007331	-93.271733
10883738	Broadway St Ne	7	19	2013	19	Bike	C - Possib	0	1	2	44.998724	-93.269152
10872125	Broadway St NE	4	30	2013	0	Bike	C - Possib	0	1	1	44.998724	-93.269111
10809638	16 ave ne	9	14	2012	14	Bike	C - Possib	0	1	6	45.003895	-93.271307
00393514	11TH AVE NE	11	10	2016	15	Bike	B - Minor	0	1	99	44.998006	-93.268917
10797107	MARSHALL ST NE	5	26	2012	1	Pedestrian	B - Minor	0	1	18	44.994162	-93.265995
0972877	MARSHALL ST NE	11	11	2021	23	Pedestrian	B - Minor	0	1	1	44.994358	-93.266117
00651717	MARSHALL ST NE	10	13	2018	23	Pedestrian	B - Minor	0	1		44.997672	-93.268432
00822691	MARSHALL ST NE	7	30	2020	22	Pedestrian	C - Possib	0	2	99	44.998682	-93.269133
00907911	MARSHALL ST NE	5	26	2021	7	Pedestrian	B - Minor	0	1	99	44.998771	-93.269194
00759599	NE MARSHALL ST	11	3	2019	16	Pedestrian	C - Possib	0	1	90	45.009365	-93.271746
00741499	8TH AVE NE	8	19	2019	23	Pedestrian	C - Possib	0	1	2	44.995197	-93.266638
00834464	11TH AVE NE	8	9	2020	22	Pedestrian	B - Minor	0	1	90	44.998072	-93.268726

Total Crashes: 22

# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 12 - Crash Modification Factor

## CMF / CRF Details

**CMF ID: 2134**

**Install bicycle tracks**

**Description:** Bicycle tracks are about 2-2.5 meters wide.

**Prior Condition:** No bike facilities

**Category:** Bicyclists

**Study:** [\*Bicycle Tracks and Lanes: a Before-After Study, Jensen, 2008\*](#)

**Star Quality Rating:**



### Crash Modification Factor (CMF)

**Value:** 0.37

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 0.061

### Crash Reduction Factor (CRF)

**Value:** 63 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

**Unadjusted Standard Error:** 5.41

# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 12 - Crash Modification Factor

Applicability	
<b>Crash Type:</b>	Vehicle/bicycle
<b>Crash Severity:</b>	All
<b>Roadway Types:</b>	Not Specified
<b>Number of Lanes:</b>	
<b>Road Division Type:</b>	
<b>Speed Limit:</b>	
<b>Area Type:</b>	Not specified
<b>Traffic Volume:</b>	5000 to 28000 <i>Average Daily Traffic (ADT)</i>
<b>Time of Day:</b>	All

### *If countermeasure is intersection-based*

<b>Intersection Type:</b>	
<b>Intersection Geometry:</b>	
<b>Traffic Control:</b>	
<b>Major Road Traffic Volume:</b>	
<b>Minor Road Traffic Volume:</b>	

### Development Details

<b>Date Range of Data Used:</b>	1976 to 2004
<b>Municipality:</b>	Copenhagen, Denmark
<b>State:</b>	
<b>Country:</b>	

# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 12 - Crash Modification Factor

<b>Type of Methodology Used:</b>	3
<b>Sample Size Used:</b>	
<b>Before Sample Size Used:</b>	77
<b>After Sample Size Used:</b>	77

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Dec-01-2009
<b>Comments:</b>	Motor vehicle with bicycle/moped crashes

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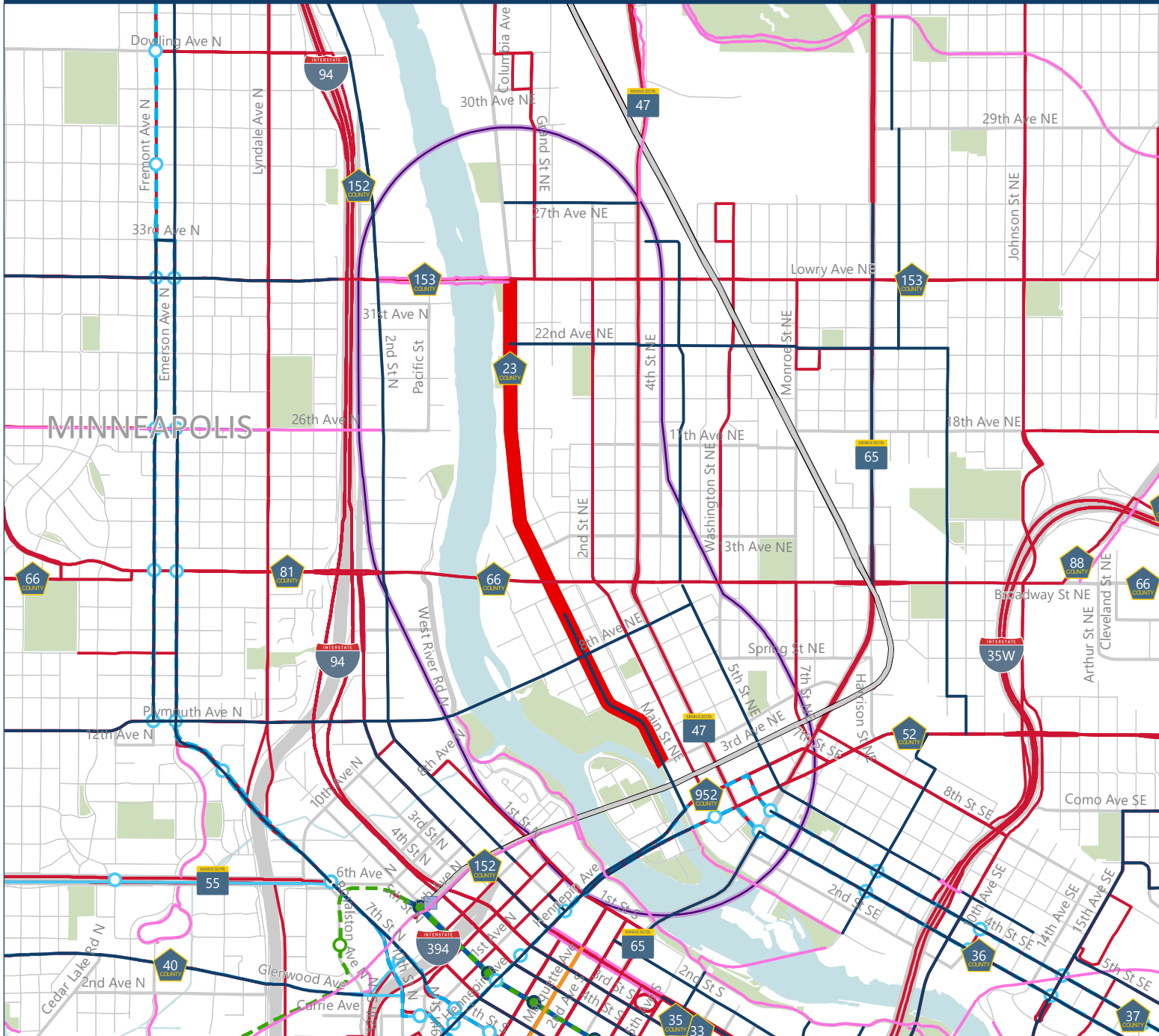
This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*

# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 13 | Multimodal Connections Map

HENNEPIN COUNTY  
MINNESOTA



**Key**

- █ Project Location
- 1/2 mi Buffer
- Bikeways**
- Off-Street
- On-Street
- Transitway Stations**
- Arterial BRT
- Green Line / Ext
- Blue / Green Line
- Northstar Line
- Transitway Alignments**
- Arterial BRT
- Commuter Rail
- Orange Line BRT
- Blue / Green Line LRT
- Planned Arterial BRT
- Planned Green Line LRT
- Transit Routes



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Published date: 3/23/2022



# CSAH 23 (Marshall St NE) Bikeway Project

## Attachment 14 | Marshall St NE Transportation Study Engagement

### MARSHALL ST. NE TRANSPORTATION FEASIBILITY STUDY







LOOKING NORTH ON MARSHALL ST. NE



The two-mile Marshall St. NE Project Corridor is home to businesses, residents, industry, parks, and entertainment.

Hennepin County and the City of Minneapolis are partnering with local community stakeholders and residents to propose street design improvements to Marshall St. NE between Broadway St. and St. Anthony Parkway in Northeast Minneapolis.

#### CURRENT TRAFFIC PATTERNS

	North of Lowry Ave VOLUME PER DAY	South of Lowry Ave VOLUME PER DAY
 <small>Data from 2014</small>	<b>40</b> pedestrians	<b>110</b> pedestrians
 <small>Data from 2014</small>	<b>130</b> bicyclists	<b>200</b> bicyclists
 <small>Data from 2017</small>	<b>8,200</b> vehicles	<b>10,800</b> vehicles
 <small>Data from 2011</small>	<b>600</b> freight trucks	<b>800</b> freight trucks

# CSAH 23 (Marshall St NE) Bikeway Project

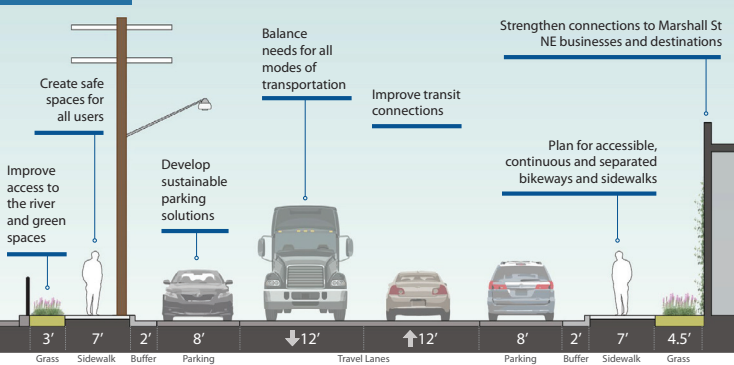
## Attachment 14 | Marshall St NE Transportation Study Engagement

### EXISTING CONDITIONS

The goals of the study were identified by working with all stakeholders to develop balanced planning concepts.

### ENGAGEMENT EFFORTS

#### Project goals:

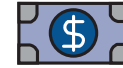


Local residents and businesses were engaged since 2000 and during the study to both determine design goals and to assess potential solutions.

### NEXT STEPS



Discuss transit needs with Metro Transit.



Obtain federal funding for construction.



Begin preliminary design.

The county has applied for federal funding to construct a portion of the 16th Ave NE to 27th Ave NE corridor. If funding is received the county will continue to explore improving pedestrian and bicycle crossing treatments and identify greening strategies along this segment as they work on the design. Since stakeholders expressed a desire for transit along Marshall St NE, the county will explore this request with Metro Transit.

### EXAMPLES OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

The following treatments are examples of what will be considered as the design progresses to improve bicycle and pedestrian connections and crossings throughout the corridor.

### EXISTING CHALLENGES

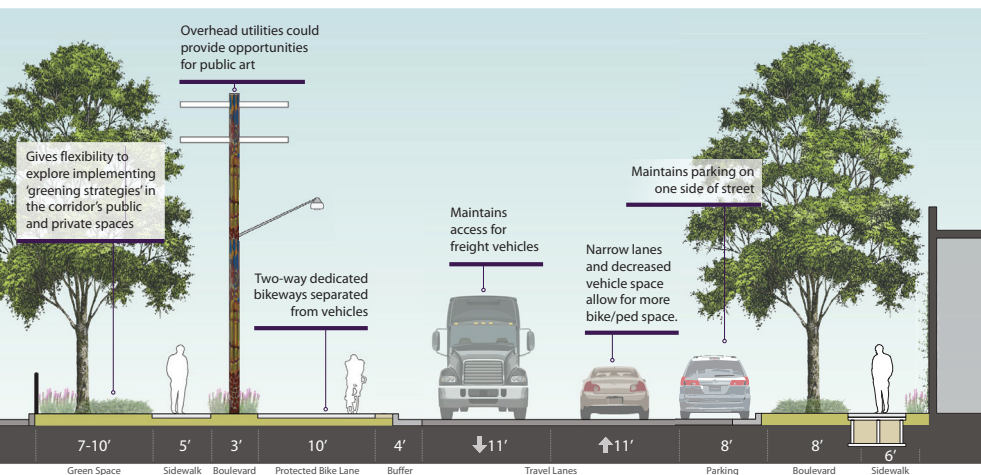
- Poor road and pavement condition.
- Lacks safe mid-block crossing points for pedestrians.
- Identified as a bike route on County and City networks, yet there is no dedicated facility along the route.
- Typical street maintenance will soon be ineffective to keep the street in good condition.
- Corridor growth from increase in entertainment, dining, retail, and multi-unit housing within walking and/or biking distance.

### PREFERRED OPTION

The preferred option balances all modes of transportation with the needs of the corridor community.

Construction Cost

\$18 to \$22 million



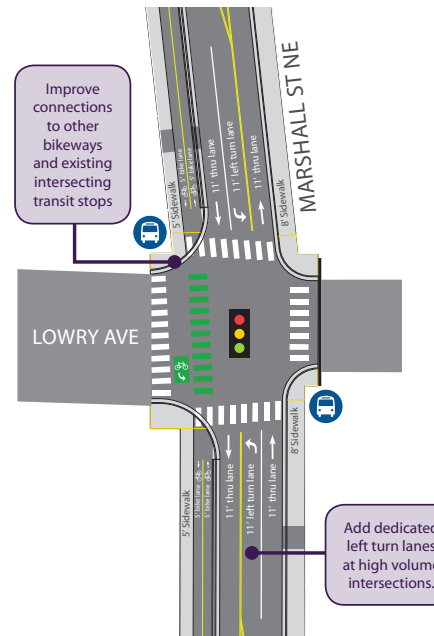
### IMPROVED STREET CROSSINGS

Safer crossings for pedestrians and bicyclists at high volume intersections.

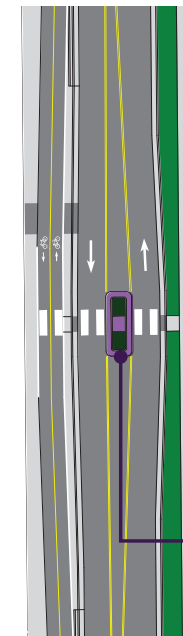
### MID-BLOCK PEDESTRIAN CROSSINGS

Safer options for pedestrians to cross Marshall St. NE in between intersections at key destinations

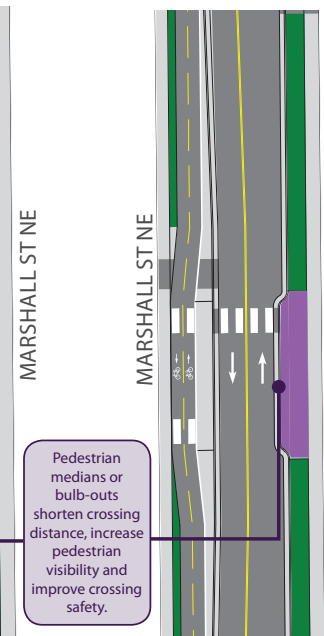
#### BUSY INTERSECTIONS (Lowry Ave. Example)



#### OPTION 1 Pedestrian Median



#### OPTION 2 Bulb-Out



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 15 | City of Minneapolis Support Letter



**Public Works**  
350 S. Fifth St. - Room 203  
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**

- Franklin Ave (CSAH 5) Reconstruction: Lyndale Ave (CSAH 22) to approx. 250' West of Blaisdell Ave
- Lyndale Ave (CSAH 22) Reconstruction: HCRRA to Franklin Ave (CSAH 5)
- Cedar Ave (CSAH 152) Reconstruction: 150' North of Lake St (CSAH 3) TO 24<sup>TH</sup> St

#### **Multiuse Trail and Bicycle Facilities**

- \*Marshall St NE (CSAH 23) Bikeway: 3<sup>rd</sup> Ave NE to (CSAH 153) Lowry Ave NE
- Park Ave (CSAH 33) and Portland Ave (CSAH 35) Bikeway: Lake St (CSAH 3) to the I-35W/I-94 Bridges

#### **Pedestrian Facilities**

- \*Marshall St NE (CSAH 23) Pedestrian Improvements: 3<sup>rd</sup> Ave NE to (CSAH 153) Lowry Ave NE
- Lake St (CSAH 3) Pedestrian Improvements: Dupont to the Mississippi River

\*Whereas the County is pursuing grant funding in the Multiuse Trail and Bicycle Facilities and Pedestrian Facilities categories, the city supports the County applications with the understanding that this funding is applied to fully reconstruct Marshall St NE.

At this time, Minneapolis has no funding programmed in its adopted 2023-2028 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 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,

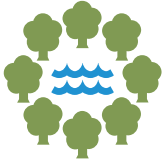
A handwritten signature in cursive script that reads "Margaret Anderson Kelliher".

Margaret Anderson Kelliher  
Director of Public Works  
City of Minneapolis



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 16 | Minneapolis Park and Recreation Board Support Letter



## Minneapolis Park & Recreation Board

### Administrative Offices

2117 West River Road North  
Minneapolis, MN 55411-2227

### Northside Operations Center

4022 1/2 North Washington Avenue  
Minneapolis, MN 55412-1742

### Southside Operations Center

3800 Bryant Avenue South  
Minneapolis, MN 55409-1000

### Phone

612-230-6400

### Fax

612-230-6500

[www.minneapolisparcs.org](http://www.minneapolisparcs.org)

### President

Meg Forney

### Vice President

Alicia D. Smith

### Commissioners

Cathy Abene, P.E.  
Becky Alper  
Billy Menz  
Steffanie Musich  
Tom Olsen  
Elizabeth Shaffer  
Becka Thompson

### Superintendent

Al Bangoura

### Secretary to the Board

Jennifer B. Ringold

March 30, 2022

Carla Stueve, P.E.

Director and County Highway Engineer

Hennepin County Transportation Project Delivery

1600 Prairie Drive

Medina, MN 55340

Dear Ms. Stueve:

The Minneapolis Park and Recreation Board (MPRB) hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed bikeway project on CSAH 23 (Marshall St NE) from 3<sup>rd</sup> Ave NE to CSAH 153 (Lowry Ave NE) in Minneapolis.

This project will involve the introduction of a dedicated facility for people biking and is anticipated to include, but not be limited to, the following elements along the west side of CSAH 23 (Marshall St NE): new curb, traffic signals, sidewalk, streetscaping, and ADA accommodations. This project presents an opportunity to implement recommendations from in the 2018 Transportation Feasibility Study Report of the corridor; including the feasibility of two-way bicycle operation. As proposed, this project will bring about accessibility, mobility, and safety improvements for people biking.

MPRB acknowledges that it may be required to cost participate in this project as outlined in the county's cost participation policy for improvements that positively impact our park and trail system and are in alignment with the Central Mississippi River Regional Park Master Plan. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

Thank-you for making us aware of this application and project, and the opportunity to provide support. MPRB looks forward to working with you on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'ARVIDSON'.

Adam Regn Arvidson, PLA, FASLA

Director of Strategic Planning, Minneapolis Park & Recreation Board