



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17527 - Brooklyn Park - TH 252 / Humboldt-81st Avenues Pedestrian Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 04/14/2022 11:31 AM

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## Primary Contact

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**Address:** 5200 85th Avenue North

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

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Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** BROOKLYN PARK, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:**

City

**Organization Website:**

**Address:**

5200 85TH AVE N

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BROOKLYN PARK Minnesota

55443

City

State/Province

Postal Code/Zip

**County:**

Hennepin

**Phone:\***

763-493-8185

Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000020926A1

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## Project Information

**Project Name**

Highway 252 and Humboldt Avenue ? 81st Avenue Pedestrian Bridge

**Primary County where the Project is Located**

Hennepin

**Cities or Townships where the Project is Located:**

City of Brooklyn Park

**Jurisdictional Agency (If Different than the Applicant):**

New bicycle and pedestrian bridge across TH 252 at Humboldt Avenue/81st Avenue in Brooklyn Park. TH 252 is a Principal Arterial highway carrying between 57,000 and 66,000 vehicles per day. At this intersection, TH 252 is configured as a four-lane expressway with a speed limit of 55 miles per hour, with crossing distances of up to 200 feet (the longest in the corridor). TH 252 is currently operating over its design capacity, with significant congestion during the peak hours and crash rates among the worst in Minnesota; it has been identified as a significant pedestrian and bicycle barrier in the Regional Bicycle Transportation Network.

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

For these reasons, TH 252 has been identified in multiple studies as a candidate for grade separation and/or freeway conversion. It is currently the subject of MnDOT's Hwy 252/I-94 Environmental Review, which is expected to select a preferred highway design alternative through a Draft Environmental Impact Statement (DEIS) process by 2023, with construction to begin in 2026. MnDOT's Draft Purpose and Need Statement has identified walkability and bikeability along TH 252 as primary needs of the project, which will be addressed in the design of all highway alternatives advanced through the DEIS process.

The City of Brooklyn Park expects upgraded pedestrian and bicycle crossings to be included in the reconstruction of TH 252 and aims to implement the TH 252 and 81st Avenue/Humboldt Avenue Pedestrian Bridge along with MnDOT's construction project (likely through a joint procurement). The City of Brooklyn Park would agree to operate and maintain the pedestrian bridge for the life of the project. Conceptual design drawings shown in this grant application are from the 2019 Hennepin County-led Environmental Assessment phase; final design would be

incorporated in the MnDOT-led DEIS process.

When complete, the TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will bring safe, multimodal transportation access to residents and visitors, enhancing livability and sustainability of Brooklyn Park and surrounding communities.

*(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.](#)**

TH 252 & HUMBOLDT AVE/81ST AVE, BROOKLYN PARK, CONSTRUCT BRIDGE OVER TH 252 FOR PEDS AND BIKES, 0.2 MILES.

*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)** 0.2

*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** \$3,144,000.00

**Match Amount** \$786,000.00

*Minimum of 20% of project total*

**Project Total** \$3,930,000.00

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

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Local Funds (City of Brooklyn Park)

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

## Preferred Program Year

**Select one:** 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



<b>County, City, or Lead Agency</b>	City of Brooklyn Park
<b>Zip Code where Majority of Work is Being Performed</b>	55444
<b>(Approximate) Begin Construction Date</b>	04/01/2027
<b>(Approximate) End Construction Date</b>	11/01/2027
<b>Name of Trail/Ped Facility:</b>	Highway 252 and Humboldt Avenue - 81st Avenue Pedestrian Bridge

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

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

**From:**  
**(Intersection or Address)** Humboldt Avenue & 80th Avenue Brooklyn Park, MN 55444

**To:**  
**(Intersection or Address)** 81st Avenue & 81st Court, Brooklyn Park, MN 55444

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

**Or At:**

**Miles of trail (nearest 0.1 miles):** 0.2

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

**Is this a new trail?** Yes

**Primary Types of Work** BRIDGE, BIKE PATH, SIDEWALK, PED RAMPS

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

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

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

Goal A: Transportation System Stewardship;  
Objective A: Strategy A2 (Page 2.3).

Goal B: Safety and Security; Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport; Strategy B1 (Page 2.5); Strategy B6 (Page 2.8).

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

Goal C: Access to Destinations; Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors; Objective E. Strategy C1 (Page 2.10); Strategy C2 (Page 2.11); Strategy C16 (Page 2.23); Strategy C17 (Page 2.24).

Goal E: Healthy and Equitable Communities;  
Objective C; Objective D; Strategy E3 (Page 2.31).

*(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.*

City of Brooklyn Park 2040 Comprehensive Plan, March 2020. Recommended (Planned) Roadway Improvements (Page 5-22): TH 252 Conversion to Freeway. "In addition, pedestrian improvements consistent with the City's Pedestrian and Bicycle Plan will be required to provide good connections following reconstruction of the roadway."

Highway 252/I-94 Environmental Review (MnDOT; in process). Draft Purpose and Need Statement, Page 3-42. Intersection of TH 252 and Humboldt Avenue ranks E for Pedestrian Level of Service and F for Bicycle Level of Service; Humboldt Avenue near Hwy 252 ranks between E and B on Pedestrian and Bicycle Segment Level of Service.

Principal Arterial Intersection Conversion Study (Metropolitan Council, 2017). PAICS Final Report February 2017, Pages ES-4, 13, 14, 54, and 55. All intersections along TH 252 rank as high priorities for interchange conversion, which would require grade separation of both roadway and pedestrian facilities.

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

*(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:** 11/27/2018

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

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

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

Upload as PDF

10. The project must be accessible and open to the general public.

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. 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)	\$220,000.00
Removals (approx. 5% of total cost)	\$220,000.00

Roadway (grading, borrow, etc.)	\$100,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$30,000.00
Striping	\$0.00
Signing	\$15,000.00
Lighting	\$50,000.00
Turf - Erosion & Landscaping	\$100,000.00
Bridge	\$2,500,000.00
Retaining Walls	\$300,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$200,000.00
Other Roadway Elements	\$100,000.00
<b>Totals</b>	<b>\$3,835,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$75,000.00
Sidewalk Construction	\$15,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$5,000.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00

Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$95,000.00</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	\$3,930,000.00
Construction Cost Total	\$3,930,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to the RBTN

Select one:

- Tier 1, Priority RBTN Corridor Yes
- Tier 1, RBTN Alignment
- Tier 2, RBTN Corridor

## Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1649951977438\_TH252-Humboldt-81\_RBTN\_Map.pdf

Please upload attachment in PDF form.

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 29987

Existing Employment Within One Mile (Integer Only) 3009

Upload the "Population Summary" map

1649952021848\_TH252-Humboldt-81\_Population\_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:*



Significant equity populations are present around the proposed TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge. Census block groups within 1/2 mile of the project range from 30 to 59 percent people of color, higher than Hennepin County or the seven-county metropolitan region. The project area has a lower proportion of people experiencing poverty, between zero and seven percent.

During the Hwy 252/I-94 Environmental Review, extensive engagement efforts have been conducted across Brooklyn Park, Brooklyn Center, and North Minneapolis to ensure that the region's diverse communities are represented in project decision-making processes.

- From 2017 to early 2020, four phases of engagement were conducted. Each included community workshops in Brooklyn Park and Brooklyn Center, pop-up engagement at community destinations, and outreach to underrepresented groups, including local churches and lower-income apartment complexes. Online surveys were also used.

- Since mid-2020, the project has conducted additional broad-based and targeted engagement, including virtual and in-person open house events, pop-up engagement, recorded presentations, and city council presentations.

- Targeted outreach has included a direct partnership with the Stairstep Foundation to engage African and African American residents and communities, including by conducting interviews with trusted community leaders and town hall events.

- Alongside the Hwy 252/I-94 Environmental Review, MnDOT has committed to delivering its

**Response:**

first-ever Equity and Health Assessment (EHA), which will directly compensate a diverse set of community members for their participation in an advisory committee that will provide formal feedback on health and equity-related topics, including access and safety via walking, biking, and transit.

- Since 2017, the MnDOT project team has spoken with more than 3,350 people and captured more than 2,100 comments. Since January 2021, the project team has held 33 pop up events, 10 virtual community conversations, one in-person open house event, and an online open house platform. Six meetings of the Equity and Health Neighborhood Advisors (EHNA) group have been held.

The extensive engagement along the TH 252 corridor, including direct outreach to targeted equity populations, has resulted in major changes to the project, including the addition of walkability and bikeability as primary needs. The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge would respond to the community's expressed desire for improved bicycle and pedestrian connections by providing a safe, accessible connection across TH 252 at a high-crash location. Further engagement on design details will be conducted as part of the Hwy 252/I-94 Draft EIS process.

*(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.*

As noted in the engagement section, equity populations near the proposed TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge include block groups with 30 to 59 percent people of color, higher than Hennepin County or the seven-county metropolitan region. The project area has a lower proportion of people experiencing poverty (between 0 and 7 percent).

In addition to the equity populations defined above, the project area is also home to significant populations of vulnerable road users, particularly individuals over age 65 and children under 18. Along with individuals with disabilities, these groups can benefit greatly from grade-separated pedestrian crossings that reduce conflict with vehicles, decrease or eliminate wait times at crossings, and allow for improved ADA accessibility.

**Response:**

The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge would improve safety for all road users, providing a pedestrian and bicycle crossing that is comfortable and accessible regardless of age or ability.

Specific destinations of concern for equity populations are noted in the Equity Destinations map attached. Destinations located in census tracts within 1/2 mile of the project include:

- Two schools: Pioneers Academy and Monroe Elementary School
- Three senior housing facilities: Lodge of Brooklyn Park, Jabez Customized Living Services, and Rapha Healthcare Services
- Two medical clinics: North Memorial Health Clinic and Children's Minnesota Partners in Pediatrics

- Four grocery stores: Festival Foods, Golden Lion Supermarket, Koom Siab Grocery & Deli, and Safari Grocery

- 15 parks, including Sunkist Park, located directly adjacent to the proposed pedestrian bridge

This project will deliver safer multimodal access for vulnerable populations: for residents of senior centers (Rapha Healthcare Services and Lodge of Brooklyn Park) to reach nearby parks; and for residents of affordable housing east of TH 252 (Riverview Apartments) to walk or bike to grocery stores (Festival Foods/Khoom Siab Grocery) and early childhood education (Pioneers Academy or Little Learning Academy).

The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge is not expected to result in negative impacts on equity populations. The project would be constructed within existing roadway right-of-way, with minimal or no impact on adjacent properties. No existing pedestrian or bicycle connections or roadway movements would be reduced or eliminated due to the implementation of the pedestrian bridge.

Note: Depending on the highway alternatives advanced in the Hwy 252/I-94 DEIS, the overall roadway footprint and function at TH 252 and Humboldt Avenue/81st Avenue may change from the existing condition.

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

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

*Describe any affordable housing developments 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 projects 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.*

As noted in the Socio-Economic Conditions map attached, there are 30 units of existing affordable housing within 1/2 mile of the proposed TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge. Additional legally binding affordable housing near the project corridor is present near Brookdale Drive and Beard Avenue in Brooklyn Park, as well as at Humboldt Avenue and 69th Avenue (Carrington Drive Apartments) in Brooklyn Center (see attached map).

In addition to housing costs alone, the combined burden of housing and transportation costs can place significant strain on household budgets, especially at modest income levels. Within the project area block groups, the typical household spends between 35 and 57 percent of income on the combined costs of housing and transportation (45 percent is considered to be the threshold for affordability). Despite the reality that poverty rates in the Brooklyn Park project area are generally lower than the regional average, many households may still struggle to meet basic needs after accounting for housing and transportation expenses.

**Response:**

Residents in suburban areas like Brooklyn Park often face higher transportation costs due to the need to commute longer distances, lower availability of transit service, and/or lack of safe bicycle and pedestrian access to jobs, education, shopping, or healthcare. Because of these factors, suburban residents (even those of moderate or low incomes) often need to drive to meet their daily needs, necessitating the costs of owning, maintaining, insuring and fueling a vehicle in addition to other household expenses. In order to improve equity for low-income households in suburban areas, it is necessary not only to create and preserve affordable housing, but also to facilitate the use of lower-cost transportation

options like biking, walking, and transit.

The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will provide safer, more accessible walking and biking options, and, depending on the final configuration of TH 252, may facilitate improved access to transit. Improved pedestrian and bicycle accommodations will enable people to reach important destinations more quickly and easily, improving access to parks, schools, and daily shopping, as well as commutes to nearby destinations. These improvements, like other pedestrian improvements made along TH 252, can help knit together communities currently separated by the highway.

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

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## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

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.

1649952131791\_TH252-Humboldt-81\_Socioeconomic\_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 TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will provide the following bicycle and pedestrian safety improvements:

- The project will close a transportation network gap by extending existing sidewalks on Humboldt Avenue across TH 252 to 81st Avenue to improve travel for bicyclists and pedestrians. Currently, at-grade crossings are provided, but no sidewalks exist east of TH 252. The City is committed to completing the sidewalk or trail connection to West River Road, the West Mississippi Regional Trail and River Park coincident to or shortly after the ped bridge project. This in accordance with the City's Ped and Bike Plan.

- The project will provide a facility that crosses or circumvents a physical barrier by establishing a grade-separated crossing of TH 252. The new bridge constructed over TH 252 will provide an improved crossing of a Regional Bicycle Barrier as defined in the Regional Bicycle Barrier Study (RBBS) completed by the Met Council in 2018. The nearest parallel crossings are located approximately 0.6 miles north (85th Avenue) and 0.7 miles southeast (Brookdale Drive). 85th Avenue currently has a grade-separated bicycle and pedestrian trail over TH 252; Brookdale Drive has at-grade bicycle/pedestrian crossings.

- The project will improve continuity or connections between jurisdictions by extending the network of low-stress bicycle and pedestrian routes along the TH 252/I-94 corridor, which encompasses the interconnected communities of Brooklyn Park, Brooklyn Center, and North Minneapolis. Residential areas east of TH 252 and I-94 in all three communities have historically been isolated from nearby neighborhoods by the introduction of

Response:

freeways and limited-access expressways; new multimodal connections can help reconnect each city with the others.

*(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**

Yes

*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**

*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**

*No Improvements to barrier crossings*

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

**Multiple**

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

---

## Measure B: Project Improvements

The proposed TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will address significant pedestrian and bicycle safety issues associated with at-grade intersections on TH 252.

TH 252 has a well-documented history of safety problems for all roadway users, including vehicle drivers and passengers, pedestrians, and cyclists.

- The TH 252 Corridor Study (City of Brooklyn Center, 2016) noted that there were six fatal crashes on TH 252 between 2003 and 2015. Significant traffic congestion at peak hours was also found to cause delays on intersecting streets, yielding long waits for vehicles, cyclists, and pedestrians hoping to cross TH 252. The Corridor Study described TH 252 as a barrier between residential uses on the east side of the highway and parks, schools, and other amenities to the west.

**Response:**

- The Principal Arterial Intersection Conversion Study (Metropolitan Council/MnDOT, 2017) analyzed intersections on the non-freeway principal arterial system to identify and prioritize intersections for conversion to grade-separated facilities. This study identified TH 252 as a high-priority corridor, with all six intersections on TH 252 ranking as high-priority intersections for high-capacity at-grade treatments or grade separation.

- The Hwy 252/I-94 Environmental Review (MnDOT, In Progress) has identified safety issues along TH 252, including high vehicle crash rates and a history of pedestrian fatalities. From 2018 to 2019, there were 129 total crashes within the TH 252 and Humboldt Avenue/81st Avenue study area, including 36 within 0.1 mile of the intersection itself. The most recent pedestrian fatality occurred at TH

252 and Brookdale Drive (the nearest at-grade crossing) in January 2019. In 2021, crashes along TH 252 included a fatal motorcycle crash at TH 252 and Humboldt Avenue and a fatal pedestrian crash at TH 252 and 66th Avenue.

The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge would address safety issues in the following ways:

- Pedestrians and bicyclists seeking to cross TH 252 would be completely grade-separated from vehicular traffic.
- The number of conflict points between pedestrians/cyclists and vehicles in the east-west direction would be reduced from four (right-turn lane onto TH 252; northbound and southbound lanes on TH 252; right-turn lane off of TH 252) to zero.
- The visibility and accessibility of crossings would be improved. Existing conditions show worn pavement and lack of pedestrian markings crossing right-turn lanes.

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

---

## **Measure A: Multimodal Elements**

The grade-separated bridge project will provide a multimodal facility that safely integrates all modes of transportation. Existing transit service on TH 252 consists of peak-hour express bus routes, including Route 768 and Route 850. Since TH 252 is included in MnDOT's bus-on-shoulder network, express routes are authorized to operate on the shoulder of TH 252 during periods of traffic congestion. Route 768 makes stops along 252 where shoulder bus stops are available, including at 73rd Avenue (Church of the Nazarene Park & Ride), 70th Avenue, and 66th Avenue (Hwy 252 & 66th Avenue Park & Ride). Buses do not currently stop at Humboldt Avenue/81st Avenue, in part due to the limited bicycle and pedestrian connectivity.

**Response:**

The TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will provide a safer, more attractive bicycle and pedestrian crossing of TH 252 and improvements for all road users. Bicyclists and pedestrians will be able to cross a major regional bicycle barrier without encountering vehicular conflicts and will be able to safely share the bridge due to its proposed 14-foot width. Drivers will be able to proceed through the TH 252 and Humboldt Avenue/81st Avenue intersection with a lower chance of encountering unexpected bicycle or pedestrian users, enhancing safety especially in times of lower visibility. Transit users will have an additional connection to reach bus stops on nearby roadways, and Metro Transit routes will benefit from enhanced bicycle and pedestrian connectivity and safety. As TH 252 is redesigned, the proposed pedestrian bridge may help enable transit routes to stop nearer to the TH 252 and Humboldt Avenue/81st Avenue intersection, enhancing transit access for nearby communities and making it easier for people to reach jobs via biking, walking, and transit.

Pedestrian elements included in the bridge project include 60-inch connections to and from existing sidewalks as appropriate. Additional multimodal elements (such as sidewalk extensions east of TH 252, or new trail connections) and/or transit elements (such as connections to new shoulder bus stops, if implemented) will be determined as part of the Hwy 252/I-94 DEIS process. MnDOT and Metro Transit have committed to delivering improved transit service as part of the Hwy 252/I-94 EIS; specific transit improvements will be integrated as roadway design alternatives advance through engineering, evaluation, and public comment.

*(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.*

The project was identified as a project element during the Hwy 252/I-94 Environmental Review. The status of the Hwy 252/I-94 Environmental Review process can be viewed at the following webpage:

<https://www.dot.state.mn.us/metro/projects/hwy252study/>.

Engagement during the Hwy 252/I-94 Environmental Review has been undertaken throughout Brooklyn Park, Brooklyn Center, and North Minneapolis since 2017. Public engagement techniques used during the Environmental Assessment phase include:

- Three formal public engagement sessions between September 2018 and November 2019.
- Two community workshops; collected 603 comments
- Twenty-five pop-up events; approximately 300 engaged
- Six open houses; approximately 790 attendees
- Three public online survey; nearly 500 responses to January 2019 online survey, 170 online responses to two surveys in Fall 2019
  
- One listening session
  
- Online project updates; four e-blasts sent to over 4,100 subscribers
- Three door knocking outings at apartment buildings along Brookdale Drive.
  
- One door knocking and one Pop-Up event at Riverview apartments; over 90 participants
- Project website; over 6,400 hits
- Strategic and media communications focused on reaching diverse audiences and included paid community and multicultural media communications, social media (organic and advertising), and earned media (print, television,

**Response:**



online coverage). Nearly 10,000 impressions.

During the current Scoping Decision Document / Draft Environmental Impact Statement phase, additional engagement efforts have been completed, including robust virtual engagement opportunities that maximized community input during the rapidly evolving COVID-19 pandemic.

Since January 2021, the project team has held 32 pop up events, 10 virtual community conversations, 1 in-person open house event, and an online open house platform. In addition, 5 Equity and Health Neighborhood Advisor (EHNA) meetings were held. In total, the project received the 584 total comments from 151 unique individuals (plus 50 anonymous comments). These included:

- 144 comments from the in-person open house
- 51 comments from the online open house
- 148 from EIS listening sessions
- 96 comments from Community Conversations
- 121 comments from Formstack (project website)
- 17 comments via email
- 7 comments from EHNA related to the DEIS process itself

The Hwy 252/I-94 Environmental Review project will continue conducting additional engagement with online and in-person open houses in April/May 2022, as well as a 60-day public comment period on the draft Scoping Decision Document later in the year. Targeted engagement of equity populations will continue, as will EHNA meetings culminating in

a formal report on project alternatives in late 2021.

*(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**

1649952844344\_TH252-Humboldt-81\_ConceptDesign\_Updated.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** Yes

100%

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

100%

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

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

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

0%

**Project is located on an identified historic bridge**

#### **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**

25%

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

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)** Yes

100%

##### **Signature Page**

*Please upload attachment in PDF form.*

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

50%

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

0%

---

## **Measure A: Cost Effectiveness**

**Total Project Cost (entered in Project Cost Form):** \$3,930,000.00

**Enter Amount of the Noise Walls:** \$0.00

**Total Project Cost subtract the amount of the noise walls:** \$3,930,000.00

**Points Awarded in Previous Criteria**

**Cost Effectiveness** \$0.00

---

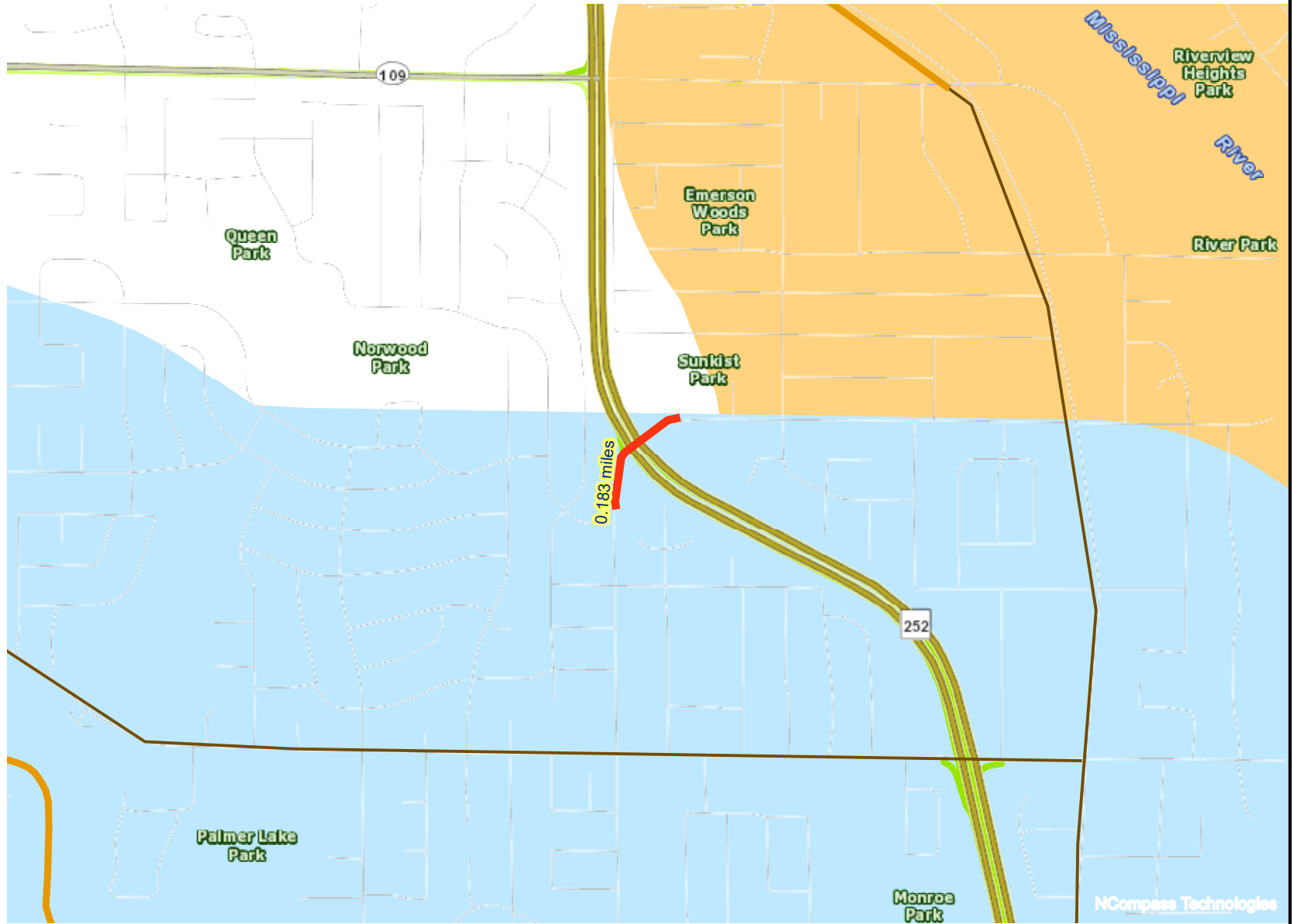
## Other Attachments

File Name	Description	File Size
TH252-Humboldt-81_ExistingPhotos_Updated.pdf	Existing Conditions Photos	1.2 MB
TH252-Humboldt-81_LOS_City.pdf	City Letter of Support to Provide Maintenance and Snow Removal	65 KB
TH252-Humboldt-81_LOS_MnDOT.pdf	MnDOT Letter of Support	261 KB
TH252-Humboldt-81_project_description_updated.pdf	1 Page Project Description	926 KB
TH252-Humboldt-81_Transit_Connections.pdf	Transit Connections Map	2.1 MB

# Project to RBTN Orientation

## Results

Project IN TIER 1  
Bicycle Transport Corridor.



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



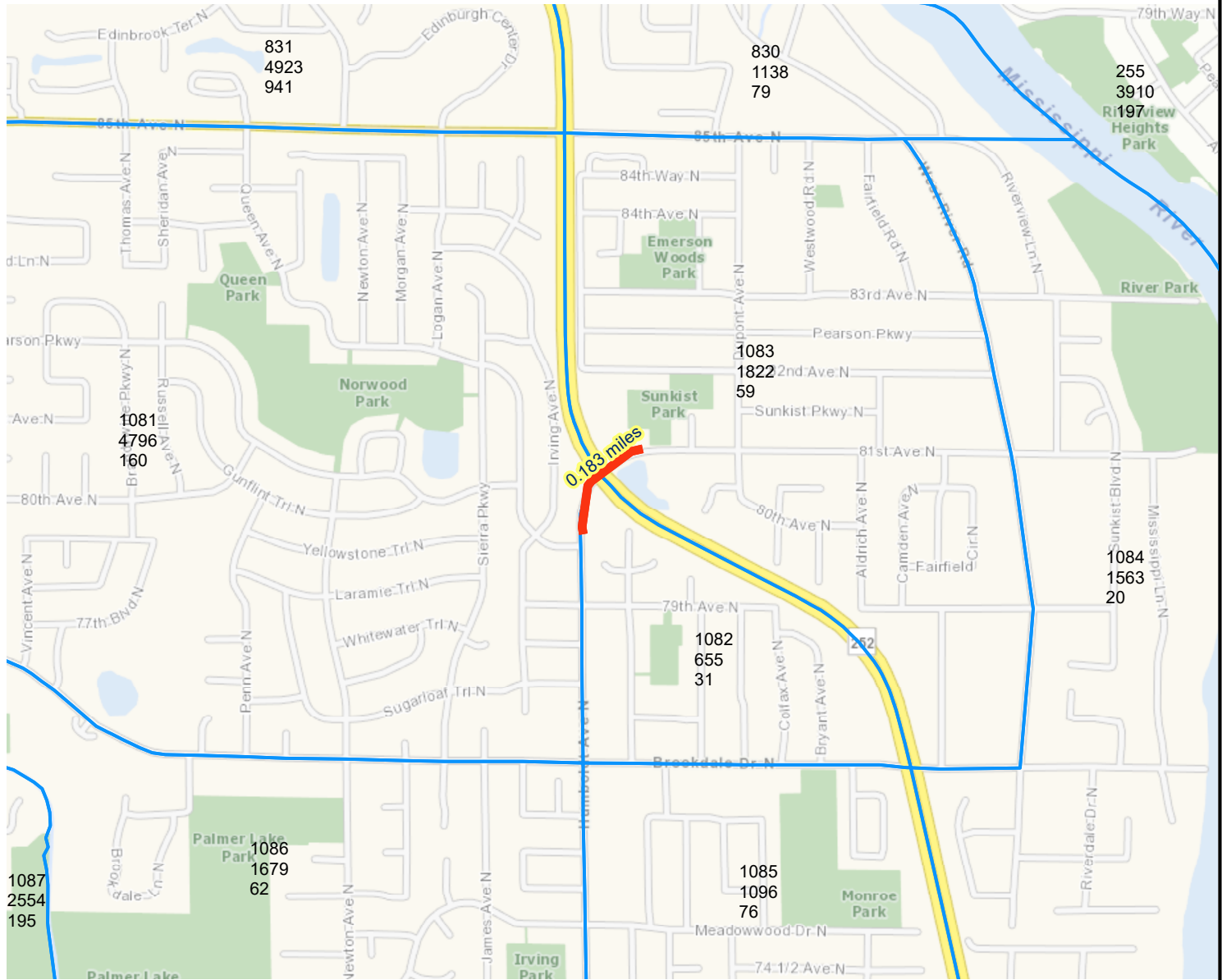
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LandscapeRSA6



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



# Population/Employment Summary



## Results

Within ONE Mile of project:  
 Total Population: 29987  
 Total Employment: 3009

-  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>

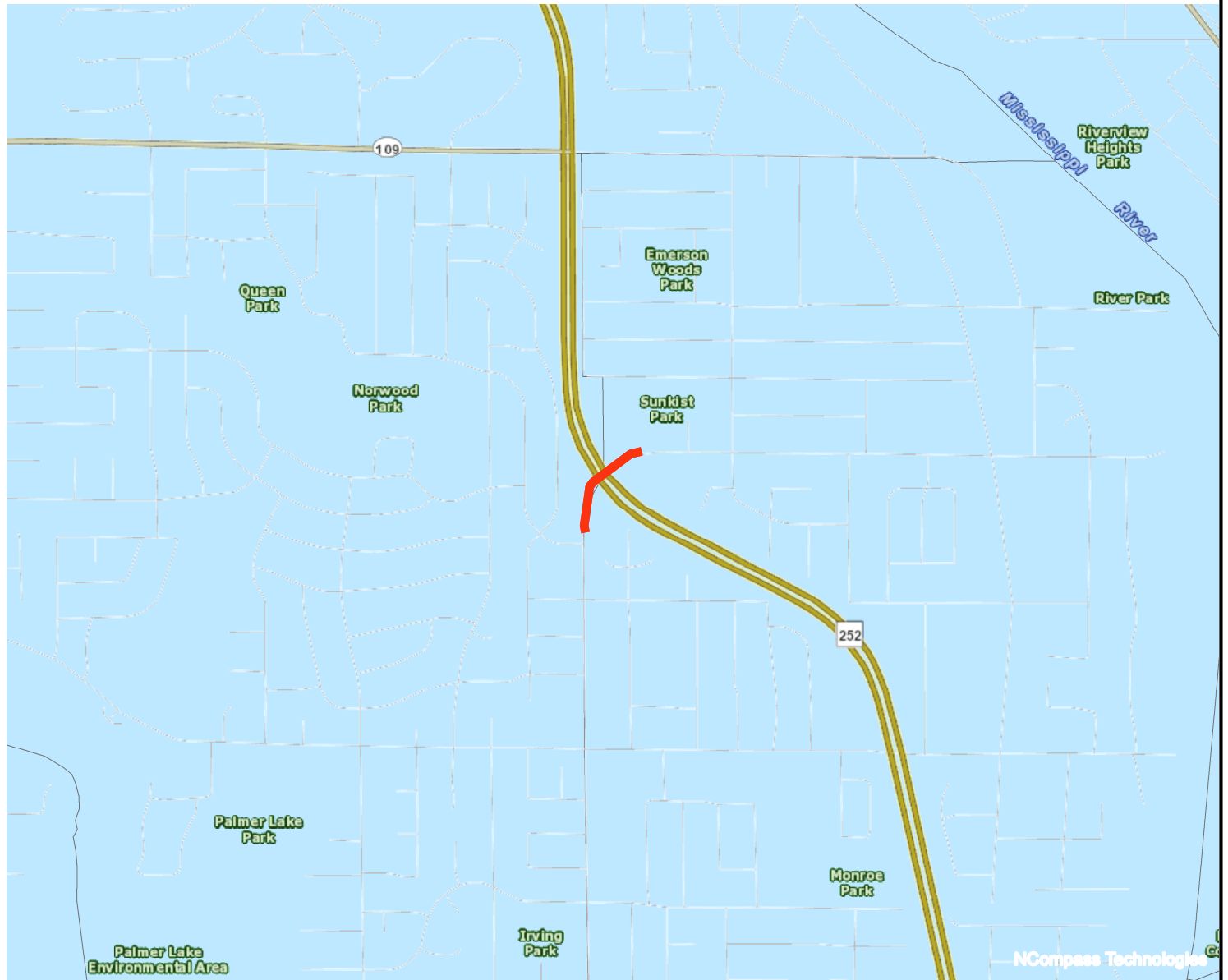


# Socio-Economic Conditions

## Results

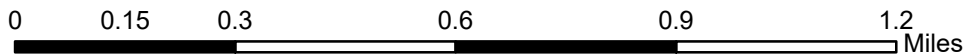
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 30

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines      Regional Environmental Justice Area

Area of Concentrated Poverty



Created: 3/24/2022  
LandscapeRSA2

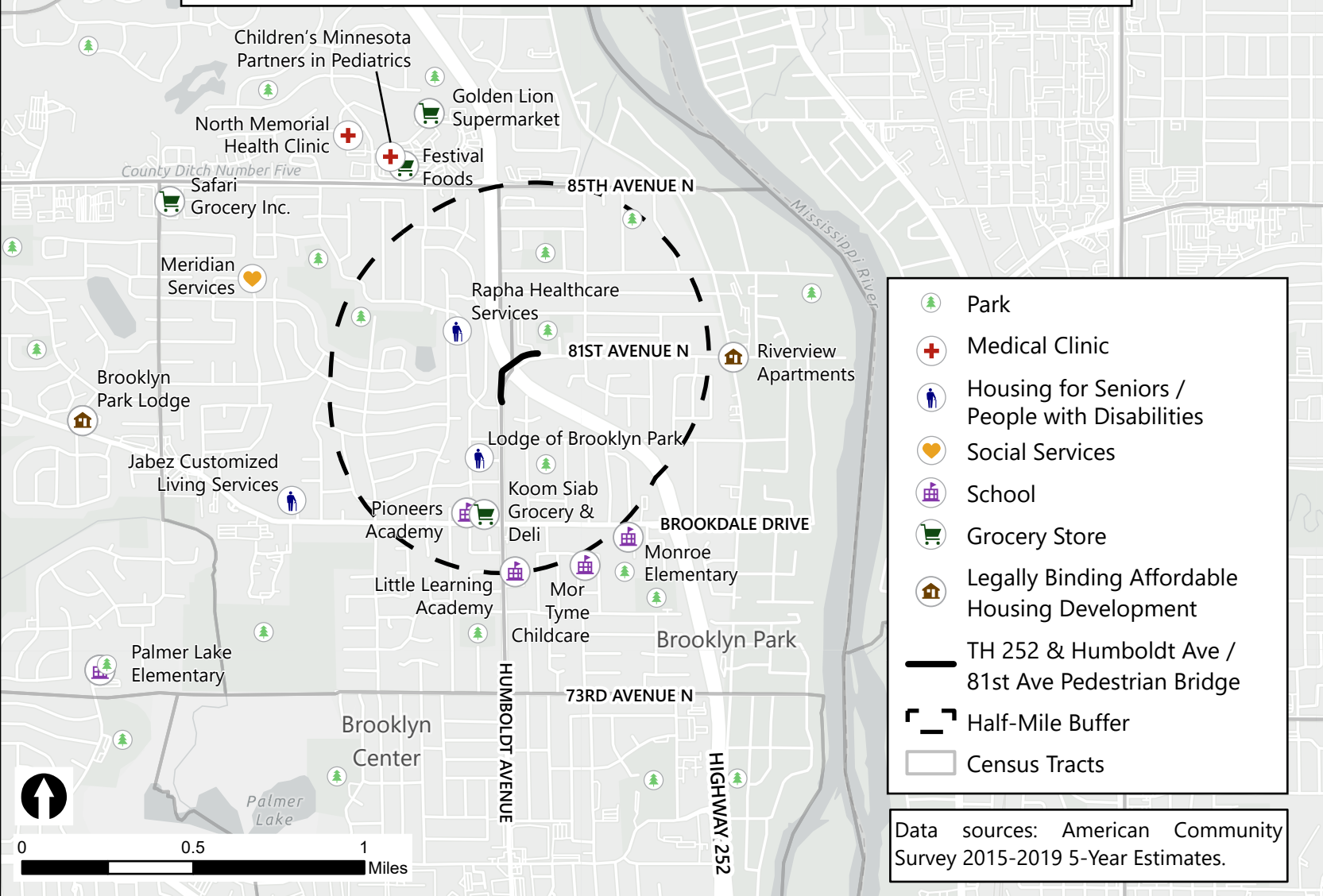


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissite/notice.aspx>



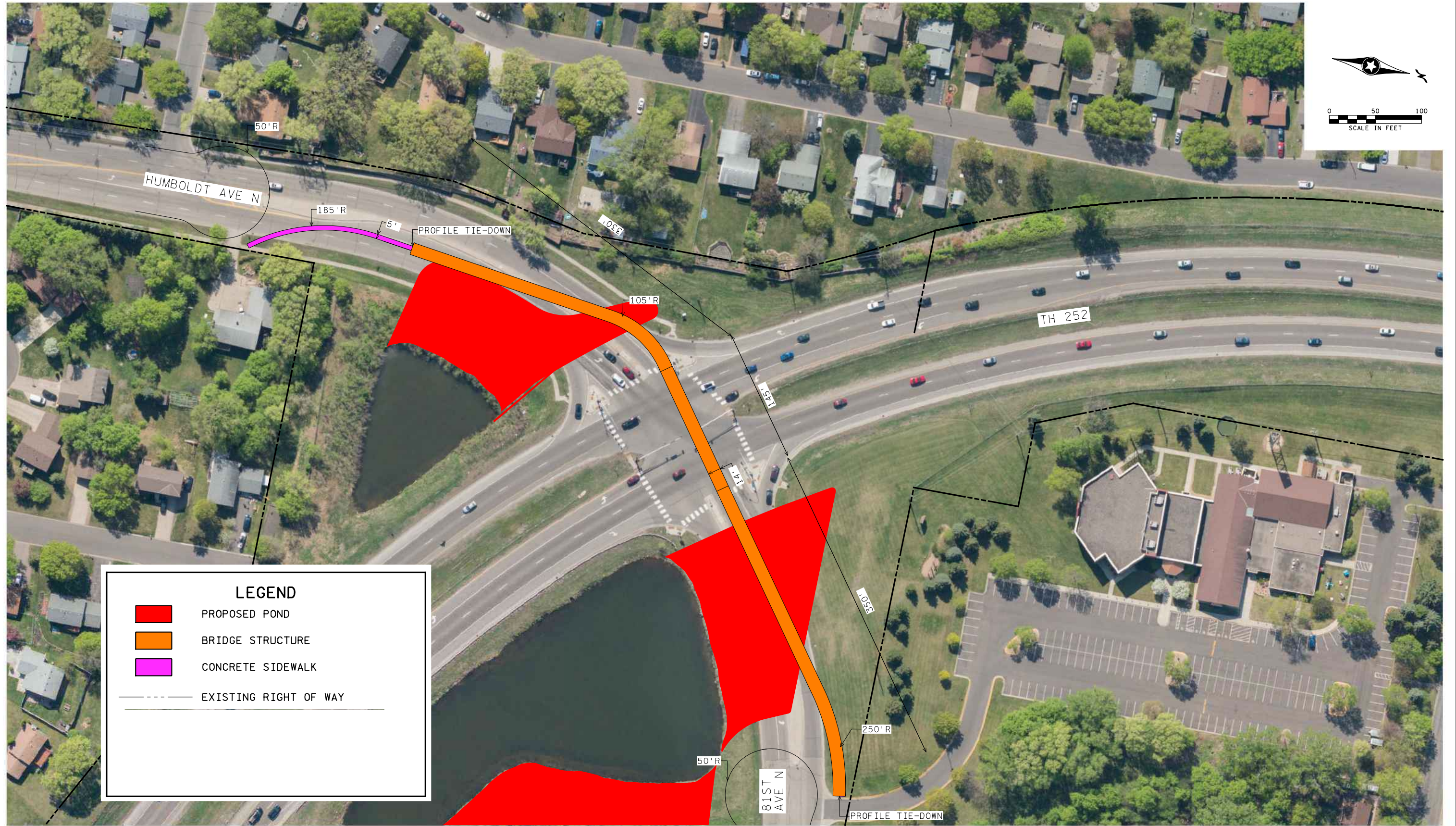
# Equity Destinations

## TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge





H:\Projects\10000\10200\Design\Working\equand\Ped Crossings\10200\_gr01\_Humboldt.dgn



**LEGEND**

- PROPOSED POND
- BRIDGE STRUCTURE
- CONCRETE SIDEWALK
- EXISTING RIGHT OF WAY



2022 Regional Solicitation Grant Application  
TH 252/Humboldt-81st Avenues Pedestrian Bridge





2022 Regional Solicitation Grant Application  
TH 252/Humboldt-81st Avenues Pedestrian Bridge



Right turn lane - Humboldt  
Avenue to SB TH 252  
(looking southwest)



Crosswalk - Humboldt Avenue  
to 81st Avenue across TH 252  
(looking northeast)



City of Brooklyn Park  
Operations and Maintenance Facility  
8300 Noble Ave. N.  
Brooklyn Park, MN 55443  
763-493-8007  
[www.brooklynpark.org](http://www.brooklynpark.org)

April 14, 2022

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

Re: Highway 252 and Humboldt Avenue – 81st Avenue Pedestrian Bridge

The City of Brooklyn Park is committed to operating and maintaining the Highway 252 and Humboldt Avenue – 81st Avenue Pedestrian Bridge for the useful life of the facility. The City of Brooklyn Park agrees to provide snow and ice removal for year-round bicycle and pedestrian use on the Highway 252 and Humboldt Avenue – 81st Avenue Pedestrian Bridge.

Sincerely,

A handwritten signature in black ink that reads "Dan Ruiz". The signature is written in a cursive, flowing style.

Dan Ruiz  
Director of Operations and Maintenance



**MnDOT Metro District  
1500 West County Road B-2  
Roseville, MN 55113**

April 6, 2022

Jeff Holstein, PE, PTOE, City Transportation Engineer  
City of Brooklyn Park

**Re: MnDOT Letter for Brooklyn Park's Metropolitan Council/Transportation Advisory Board  
2022 Regional Solicitation Funding Request for TH 252/Humboldt-81st Ave pedestrian bridge**

Dear Jeff,

This letter documents MnDOT Metro District's recognition for Brooklyn Park to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation for a pedestrian bridge at TH 252/Humboldt -81st Ave.

As proposed, this project impacts MnDOT right-of-way on TH 252. As the agency with jurisdiction over TH 252, MnDOT will allow Brooklyn Park to seek improvements proposed in the application. Details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for this improvement, but MnDOT is conducting an Environmental Impact Statement Process in the TH 252 corridor as part of a Corridors of Commerce funded project. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with BrooklynPark as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at [April.Crockett@state.mn.us](mailto:April.Crockett@state.mn.us) or 651-234-4347.

Sincerely,

Michael Barnes, PE  
Metro District Engineer

CC: April Crockett, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director



# TH 252/Humboldt-81st Avenues Pedestrian Bridge Project Summary



<b>Applicant:</b>	City of Brooklyn Park
<b>Project Location:</b>	TH 252 at Humboldt-81st Avenues
<b>Total Project Cost:</b>	\$3,930,000
<b>Requested Federal Dollars:</b>	\$3,144,000

## Project Description:

New bicycle and pedestrian bridge across TH 252 at Humboldt Avenue/81st Avenue in Brooklyn Park. TH 252 is a Principal Arterial highway carrying between 57,000 and 66,000 vehicles per day. At this intersection, TH 252 is configured as a four-lane expressway with a speed limit of 55 miles per hour, with crossing distances of up to 200 feet (the longest in the corridor). TH 252 is currently operating over its design capacity, with significant congestion at peak hours and crash rates among the worst in Minnesota; it has been identified as a significant pedestrian and bicycle barrier in the Regional Bicycle Transportation Network.

For these reasons, TH 252 has been identified in multiple studies as a candidate for grade separation and/or freeway conversion. It is currently the subject of MnDOT's Hwy 252/I-94 Environmental Review, which is expected to select a preferred highway design alternative through a Draft Environmental Impact Statement (DEIS) process by 2023, with construction to begin in 2026. MnDOT's Draft Purpose and Need Statement has identified walkability and bikeability along TH 252 as primary needs of the project, which will be addressed in the design of all highway alternatives advanced through the DEIS process. The City of Brooklyn Park expects upgraded pedestrian and bicycle crossings to be included in the reconstruction of TH 252 and aims to implement the TH 252 and 81st Avenue/Humboldt Avenue Pedestrian Bridge along with MnDOT's construction project (likely through a joint procurement).

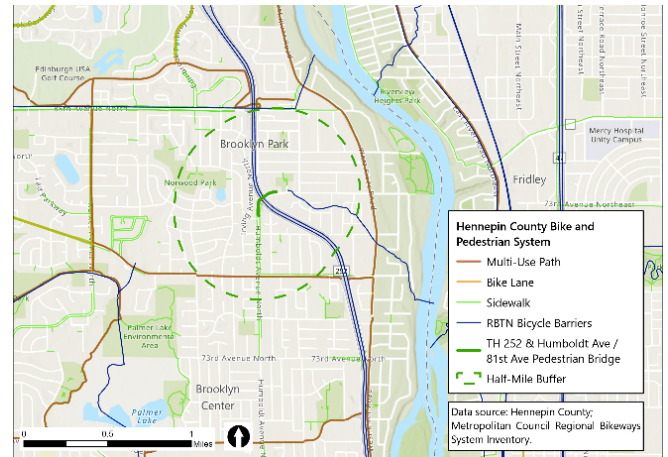
The City of Brooklyn Park would agree to operate and maintain the pedestrian bridge for the life of the project. Conceptual design drawings shown in this grant application are from the 2019 Hennepin County-led Environmental Assessment phase; final design would be incorporated in the MnDOT-led DEIS process.

When complete, the TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will bring safe, multimodal transportation access to residents and visitors, enhancing livability and sustainability of Brooklyn Park and surrounding communities.

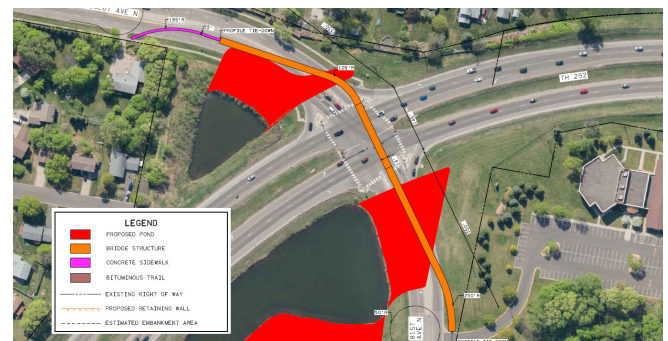
## Project benefits include:

- Enable safe crossing of TH 252 at a high-speed, high-crash location.
- Enhance pedestrian and bicycle accommodations for all users, including people with disabilities.
- Facilitate connections to nearby destinations, including schools, local and regional parks, and shopping centers.

## Project location:



## Conceptual Design:



## Existing conditions:



# Transit Connections

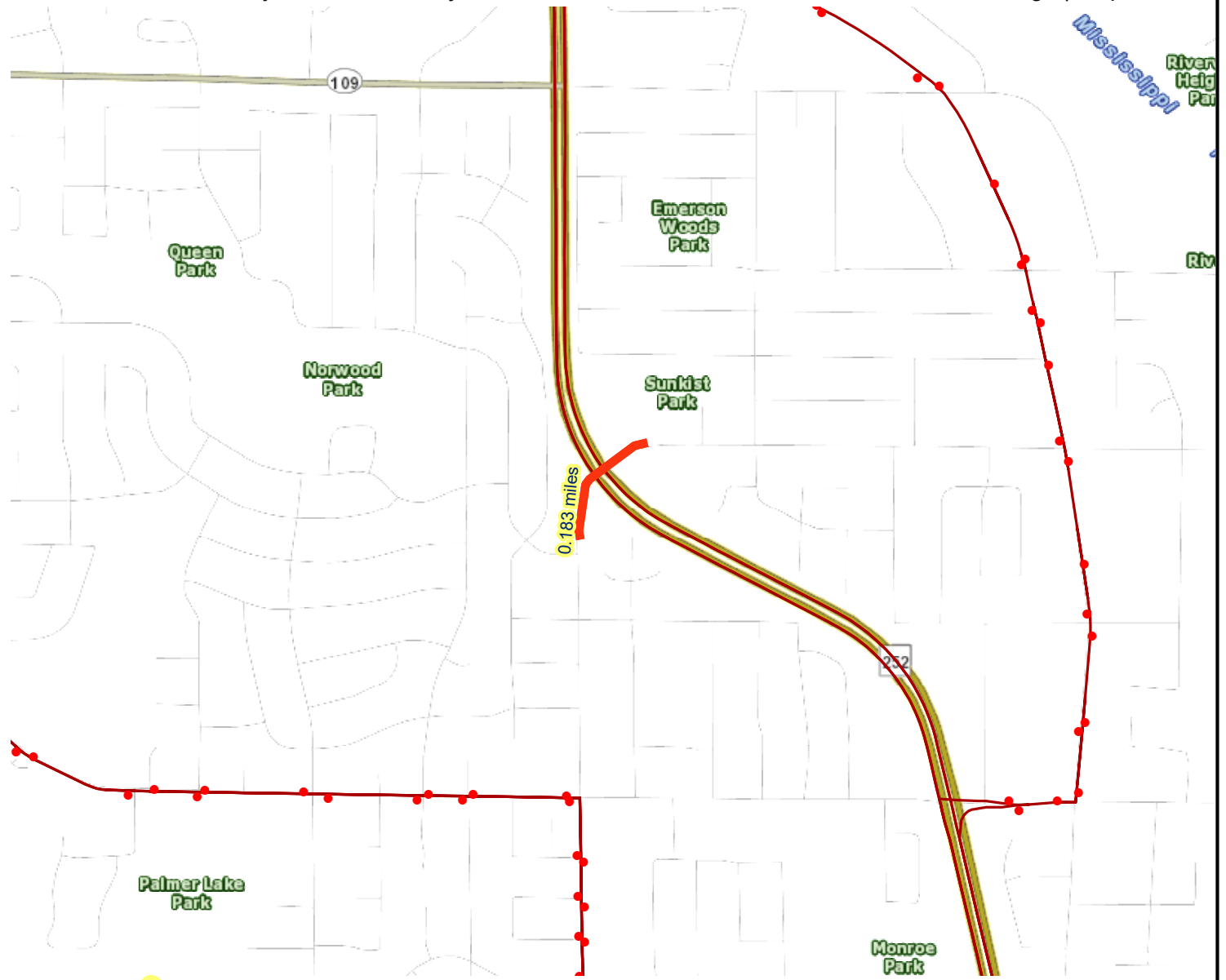
Multiuse Trails and Bicycle Facilities Project: TH 252 & Humboldt Ave/81st Ave Pedestrian Bridge | Map ID: 1648156

## Results

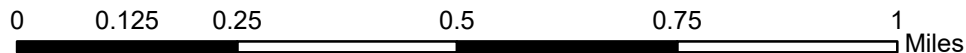
Transit with a Direct Connection to project:  
768 850

*\*indicates Planned Alignments*

Transit Market areas: 3



- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  | Highway Bus Rapid Transit   |  |                           |



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LandscapeRSA3



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

