



Application

17063 - 2022 Roadway Modernization

17444 - CSAH 5 (Franklin Ave) Reconstruction Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 04/11/2022 7:57 AM

Primary Contact

Name:* He/him/his Jason Richard Pieper
Pronouns First Name Middle Name Last Name

Title: Transportation Engineer

Department: Hennepin County - Transportation Department

Email: jason.pieper@hennepin.us

Address: 1600 Prairie Drive

***** 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

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

Project Information

Project Name

CSAH 5 (Franklin Ave) Reconstruction 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 includes the reconstruction of the CSAH 5 (Franklin Ave) corridor from approximately CSAH 22 (Lyndale Ave) to 250 ft west of Blaisdell Ave in the City of Minneapolis. CSAH 5 (Franklin Ave) is currently classified as an A-Minor Reliever. Attachment 2 provides an illustration of the project location.

The project objectives are to improve the accessibility, mobility, and safety for people who walk, roll, bike, take transit, and drive along the corridor. Photos illustrating the roadway's existing condition are included in Attachment 3.

Hennepin County completed the Franklin Ave Corridor Study in 2020 (Url: hennepin.us/franklincorridor) that evaluated long term options for the corridor. An extensive public outreach process was used to collect input from stakeholders and guide the recommendations of the study. A potential typical section (Attachment 4) and potential concept (Attachment 5) were developed as part of the study and will guide project development and implementation activities.

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

This project will include, but is not limited to, the following elements. The specific types of improvements and locations will be determined as part of the design process and based on additional community input, data analysis, and environmental review.

-Roadway improvements; including the replacement of deteriorated pavement, pavement substructure, curb and gutter, and storm sewer structures.

-Safety improvements; such as the conversion of

the existing four-lane undivided configuration to a two-lane (contingent on the community engagement and design processes), along with the installation of curb extensions and/or raised medians that will both reduce the crossing distance for people walking, but also manage the speeds for people driving.

-Pedestrian improvements; such as ADA compliant ramps and sidewalks (free of obstructions), high visibility crosswalk markings, curb extensions, and raised medians.

-Bicycle improvements; such as the introduction of dedicated accommodations for people biking (contingent on the design process). In addition, the anticipated conversion of the existing four-lane undivided roadway to a two-lane will improve the experience for people biking across and along the corridor.

-Streetscaping improvements; such as the introduction of a boulevard space, lighting, and street furniture. Additionally, staff will evaluate the potential for burying overhead utilities as part of the design process.

(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 5 (Franklin Ave) from CSAH 22 (Lyndale Ave S) to 250 ft west of Blaisdell Ave in Minneapolis.

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)

0.36

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$3,088,000.00

Match Amount \$772,000.00

Minimum of 20% of project total

Project Total \$3,860,000.00

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: 2026

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

Additional Program Years: 2025

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

Project Information-Roadways

County, City, or Lead Agency Hennepin County

Functional Class of Road A-Minor Reliever

Road System CSAH

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No. 5

i.e., 53 for CSAH 53

Name of Road Franklin Ave

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55404

(Approximate) Begin Construction Date 05/01/2025

(Approximate) End Construction Date 11/02/2026

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

From:
(Intersection or Address) CSAH 22 (Lyndale Ave)

To:
(Intersection or Address) 250 ft west of Blaisdell Ave

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0.7
Miles of Trail (nearest 0.1 miles) 0.4
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0.4

Primary Types of Work

GRADING, AGG BASE, BIT BASE & SURFACE, STORM WATER, BIKEWAY (IF FEASIBLE), SIDEWALK, ADA, SIGNALS, STREETSCAPING, LIGHTING, AND CURB/GUTTER

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, 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.

A) Transportation System Stewardship (p 2.2-2.4)

Objectives A & B; Strategies A1 & A2

This project is needed to reconstruct existing assets as maintenance activities are no longer cost effective in extending the useful life of the roadway. It is anticipated that dedicated facilities will be provided for people biking, in addition to people rolling, walking, and driving.

B) Safety and Security (p 2.5-2.9)

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

This project presents an opportunity to make safety improvements for all modes. Traffic calming strategies such as raised medians, curb extensions, and streetscaping will help reduce crash frequency, especially for vulnerable users.

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

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

This project will provide multimodal access to a high number of residential, commercial, and public service destinations. This corridor is anticipated to include dedicated facilities for people walking, biking, and driving, therefore promoting multimodal access along the corridor and to adjacent facilities such as the City of Minneapolis' Franklin Ave reconstruction project directly to the west of the county's proposed project.

D) Competitive Economy (p2.26-2.29)

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

This route is classified as a Tier 2 route as part of the Metropolitan Council's Regional Truck Highway Corridor Study and is essential to the regional economy. Additionally, the project is located in close proximity to the Downtown Central Business District and I-35W, which generates significant freight traffic along the corridor.

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

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

During the Franklin Ave Feasibility Study, county staff sought input from a diverse group of stakeholders to understand existing conditions and future needs for the roadway, including the Native American Community Development Institute and Blind Inc. Additional engagement will take place during the design phase and will include key stakeholders involved in the feasibility study. Finally, this project presents an opportunity to improve the rolling, walking, and biking environment to provide an alternative means of transportation to vehicle trips.

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

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

This project provides an opportunity to improve infrastructure for multimodal travel, providing consistent and safe access to the corridor for people who do not own a vehicle or choose to travel via another mode. The project will introduce a boulevard space for plantings, lighting, and street

furniture to support the diverse uses along the corridor.

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) Hennepin County 2022-2026 Capital
Improvement Program (Attachment 7)

3) CSAH 5 (Franklin Ave) Corridor Study
(Attachment 8)

URL: hennepin.us/franklincorridor

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

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/2040-comprehensive-plan-full.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/climate-action/hennepin-county-climate-action-plan-final.pdf

6) Hennepin County Complete Streets Policy

URL: hennepin.us/completestreets

7) Hennepin County Bike Plan (page 36)

URL: 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

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

URL: minneapolismn.gov/media/-www-content-assets/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

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 elements in more than one funding application 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 2022 funding cycle).

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

Roadway Reconstruction/Modernization: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$500,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

Bridges Rehabilitation/Replacement: \$1,000,000 to \$7,000,000

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

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

Date plan completed: 08/31/2015

Link to plan: 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

Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge clear span must exceed 20 feet.

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

6. The bridge must have a National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$129,000.00
Removals (approx. 5% of total cost)	\$129,000.00
Roadway (grading, borrow, etc.)	\$216,000.00

Roadway (aggregates and paving)	\$533,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$460,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$253,000.00
Traffic Control	\$129,000.00
Striping	\$11,000.00
Signing	\$18,000.00
Lighting	\$160,000.00
Turf - Erosion & Landscaping	\$153,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$75,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$681,000.00
Other Roadway Elements	\$0.00
Totals	\$2,947,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$136,000.00
Sidewalk Construction	\$222,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$170,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$2,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$153,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$210,000.00
Other Bicycle and Pedestrian Elements	\$20,000.00

Totals

\$913,000.00

Specific Transit and TDM Elements

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

Transit Operating Costs

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

Totals

Total Cost	\$3,860,000.00
Construction Cost Total	\$3,860,000.00
Transit Operating Cost Total	\$0.00

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	65572
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	2177
Existing Post-Secondary Students within 1 Mile:	8470
Upload Map	1647179393165_2022 RS Map 02 - CSAH 5 (Franklin Ave) Reconstruction Project - Regional Economy.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2: Yes

Miles: 0.4

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

Measure A: Current Daily Person Throughput

Location CSAH 5 between CSAH 22 and Blaisdell Ave (SEQ ID #62036)

Current AADT Volume 15000

Existing Transit Routes on the Project 2, 4, 113, 114

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1647179482312_2022 RS Map 04 - CSAH 5 (Franklin Ave) Reconstruction Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 19500.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Hennepin County conducted a comprehensive travel demand forecasting analysis based on the Metropolitan Council's regional activity based model. Forecast traffic volumes were based on a combination of socio-economic and land use assumptions. It should be noted that the future transportation network was assumed to include projects identified in the county's Capital Improvement Program. Attachment 9 illustrates the forecast traffic volumes.

Forecast (2040) ADT volume

16900

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 is 16% to 46% non-white (2020 Census). 9% to 23% of the population are people with a disability of any kind; 3% to 20% of people are over the age of 65; 2% to 9% of children under the age of 18 and 13% to 43% 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 table.

Public engagement for the Franklin Ave Corridor Study (described in Attachment 10) was conducted via in-person meetings and events and through online interactive mapping and surveying. Engagement resulted in 21 stakeholder meetings and 3 outreach events (two public meetings and one Open Streets event). Over 200 comments were received from the online interactive mapping survey.

Response:

Engagement activities were intentional to reach black, indigenous, and people of color, low-income residents, people with disabilities, youth and older adults. Several engagement strategies were deployed; including convening a Community Advisory Group (CAG), direct meetings with prominent corridor institutions and organizations, meetings with neighborhood associations, public events, and virtual engagement. Project managers met directly with Blind Inc. and the Metro Urban Indian Directors Public Safety Committee. The CAG included representatives from Hope Community, Native American Community Development Institute, Franklin Library, Saint Stephens, Our Streets MPLS and neighborhood associations. CAG members were invited as representatives of the demographic groups listed above.

Project purpose and need were identified through a review of roadway characteristics, evaluation of roadway age and identified safety, pedestrian safety and accessibility deficiencies. Project goals were to improve safety, accessibility, and comfort for all modes of travel, provide safer pedestrian crossings, and enhance livability along the corridor.

The engagement activities described above were critical to the development of planning level typical sections and concepts to advance project outcomes. Feedback from residents and organizational leaders emphasized the need to improve corridor safety for all modes with a focus on people walking, people with limited mobility, and people with visual impairments. Engagement efforts yielded the following themes: pedestrian crossing safety concerns, curb ramp and sidewalk deficiency, motor vehicle weaving and speeding, a desire for dedicated bicycling facilities, and support for better multimodal service. The process was iterative with reoccurring CAG, neighborhood, and open house meetings. This follow-up gave the community the ability to understand how the project team was incorporating community need into the design.

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

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.

This project will benefit Black, Indigenous, and People of Color, low-income populations, people with disabilities, children, youth, and older adults by improving safety and connecting residents to key community resources like food shelves, schools, churches, and healthcare facilities as shown in the Socio-Economic Access Map (Attachment 11). The project is located in an area of concentrated poverty.

Up to 50% of households within adjacent census tracts do not own a car. Often low-income populations, including People of Color, are the same residents living in zero car households. This project will ensure that these residents have safe and comfortable walking and biking facilities on CSAH 5 through the introduction of design strategies that promote complete streets such as raised medians, curb extensions, and crossing beacons.

Response:

Children and the elderly will benefit from the improved pedestrian realm and intersection safety improvements. These are vulnerable populations who require more time to cross intersections. Proven safety countermeasures such as raised medians, curb extensions, enhanced pavement markings, and lighting will improve the safety and comfort, and make crossing signalized and unsignalized intersections safer and more comfortable.

People with disabilities, including a large population with visual impairments and limited mobility, will benefit from the improved pedestrian realm. The county's self-evaluation of sidewalk facilities identifies a number of obstructions and defects that exist along CSAH 5. Many organizational and institutional service providers are located on or adjacent to CSAH 5. Creating an ADA compliant

sidewalk free of obstructions will ensure equal and convenient access to these destinations in addition to stores and housing.

The construction of a dedicated bicycle facility will make biking a more attractive and comfortable modal choice for traveling along the corridor. Due to the barriers of I-94 and I-35W, few comfortable east/west bicycle routes exist in this area of Minneapolis. The project will transform a highly stressful roadway for biking into one that is safe and comfortable, connecting communities on either side of 35W. The project team will include representation from Metro Transit to seek out opportunities to improve transit service and operation.

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 specify detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek our opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

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

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 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.

A total of 32 affordable, subsidized housing developments are located within 0.5 miles of the project area, many of which specifically target serving those with disabilities, seniors, and families with children. Attachment 12 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 Socio-Economic Conditions map that was generated in MetCouncil's mapping application, 2,856 subsidized units exist in census tracts within 0.5 miles of the project.

Response:

The proposed project would provide a direct benefit to residents of affordable housing through the allocation of existing resources to facilities for those walking, rolling, cycling, and using transit. Currently, the existing 4-lane undivided design creates a physical barrier to community cohesion in the Whittier neighborhood, especially at the intersection of Lyndale and Franklin which ranks as one of the Top 25 intersections along Hennepin County roadways for crash frequency. CSAH 5 (Franklin Ave) serves as an important connection to the numerous resources in the Steven's Square neighborhood such as the Park Nicollet Clinic and Loring-Nicollet High School; as well as to grocery stores such as the Wedge Community Co-op and other commercial destinations on Lyndale Ave. Additional destinations specifically along the corridor include the Academia Elze Spanish Immersion School, Crown Medical Support Services, the Groveland Food Shelf, and multiple places of worship. Complete streets design elements will also improve first and last mile connections to Metro Transit Route 2, a critical local bus route which runs through the project area. The project will create a cohesive multimodal network with other programmed improvements in the area, including, CSAH 5 (Franklin Ave) on either side of the project area, Lyndale Ave,

Hennepin Ave, Bryant Ave, and 1st Ave. This synergy is important, especially for residents of affordable housing who often do not have reliable access to a personal vehicle, where disjointed and incomplete multimodal networks serve as a major impediment to accessing destinations.

(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. 1646928039537_2022 RS Map 03 - CSAH 5 (Franklin Ave) Reconstruction Project - Socio Economic Conditions.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1962	0.36	706.32	1962.0
	0	706	1962

Total Project Length

Total Project Length (as entered in "Project Information" form) 0.36

Average Construction Year

Weighted Year 1962

Total Segment Length (Miles)

Total Segment Length 0.36

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Since the last reconstruction in 1962, Franklin Ave has experienced 3 overlays and includes a PCI score of 38.

Franklin Ave is a Tier 2 route in the Regional Truck Highway Corridor Study, and a StreetLight analysis estimates 980 commercial vehicles daily (Attachment 13).

Response:

A full reconstruction is necessary to re-establish the roadway subgrade and pavement section. Driveway aprons will be redesigned to better accommodate freight deliveries. Elimination of on-street parking and the introduction of dedicated left-turn lanes will improve safety, travel times, and service reliability for freight operation. Dedicated bike facilities will provide an option of moving goods and services via bike.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Although the roadways in the surrounding area generally follow a grid system, Franklin Ave includes relatively steep topography between Lyndale Ave and Grand Ave. The presence of retaining walls, staircases, and steep slopes limits sight lines for users who desire to enter Franklin Ave from the local street and alleyway systems.

Response:

Sight lines will be improved through the removal of on-street parking, tightening of curb radii, and introduction of a boulevard space with appropriate plantings. In addition, the conversion of the existing 4-lane configuration to a 2-lane configuration (if feasible) will eliminate the potential for dual-threat related crashes involving people walking.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

The roadway width along Franklin Ave is 48' and operates as a 4-lane undivided roadway. No vertical design elements exist between the curbs; relying solely on pavement markings and signs to guide users. Off-peak parking is permitted and experiences varying demand.

Response:

The proposed project will improve the user experience through proven design strategies. Sidewalks will be ADA compliant in terms of the PAR and MAR. Boulevards will provide space for snow storage and offer consistent separation between people driving and people biking. Tight curb radii, medians, and plantings will offer visual cues to manage vehicle speeds and encourage high yielding rates.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Approximately 28 access points (8 local streets and 20 driveways) exist along Franklin Ave where all turning movements are permitted, presenting a high likelihood for rear-end, left-turn, and right-angle crashes. Inconsistent operating speeds occur due to the frequency of users entering/exiting Franklin Ave.

Response:

This project will explore the conversion of the 4-lane undivided to a 2-lane divided roadway with dedicated left-turn lanes at key intersections to better facilitate turning movements. If feasible, a continuous raised median will modify access at 16 of the 20 driveways from full to right-in/right-out operation. These changes will promote predictability and uniform operating speeds.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

The existing vertical alignment along Franklin Ave, specifically between Lyndale Ave and Grand Ave, is relatively steep. These conditions are especially challenging for people with limited mobility as significant energy is necessary to navigate the existing sidewalk facilities.

Response:

The proposed project is anticipated to narrow curb lines and tighten curb radii that will reduce decision sight distance and improve user comfort whenever entering/exiting Franklin Ave. In addition, sidewalk facilities will follow best practices in terms of driveway apron design, ramp orientation, and landing placement to provide facilities that are usable by all.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

The area surrounding the Franklin/Lyndale intersection was identified by MetCouncil's Localized Flood Map as susceptible for flooding. This is expected as water collected along Franklin Ave naturally flows to the west given the existing topography.

Response:

Staff will work with the city and the Mississippi River WMO to explore BMPs to improve water quality and withstand the desired flood events. It's anticipated that the proposed impervious surface conditions will be significantly less than the existing condition through the introduction of boulevard space and raised medians. Green streets strategies will slow and filter stormwater collected within the right of way.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

The Franklin/Lyndale intersection is the only signalized location within the project limits. This project provides an opportunity to upgrade the signal with the latest technologies, including: left-turn phasing, detection, communications, and ITS components.

Response:

Lighting exists along both sides of Franklin Ave at regular intervals, however, the placement of lighting at intersections do not properly light the crosswalk areas. This project will follow city's Street Lighting Policy as Franklin Ave is identified as a Pedestrian Street Lighting Corridor (Attachment 14). These improvements will promote comfort and security for people walking along/across Franklin Ave.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

The current design of pedestrian facilities do not meet ADA requirements as identified in the county's self-evaluation (hennepin.maps.arcgis.com/apps/StoryMapBasic/index.html?appid=aee6010fe8e64e23b757dd8d69ef81fe).

Response:

Sidewalks and driveway aprons will be designed to minimize slopes and transitions. Intersection designs will follow best practices in terms of pedestrian ramp orientation and landing placement. Placement of signs, lighting poles, and overhead utilities will not obstruct maintenance activities to ensure access year-round. This will offer a consistent experience for people walking, especially those with limited mobility, which is critical for the area that Franklin Ave services.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
22.0	25.0	-3	2307	2306	-6921	-6918	N/A	164943118 3142_CSA H 5 (Franklin Ave) Reconstruction Project - Synchro Report for Congestion .pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	-6921
Total Peak Hour Delay Reduced	-6918

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
3.01	3.21	-0.2
3	3	0

Total

Total Emissions Reduced: -0.2

Upload Synchro Report

1649208248549_CSAH 5 (Franklin Ave) Reconstruction
Project - Synchro Report for Emissions.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Attachment 15 lists reported crashes (2019-2021) along the project, and Attachment 16 lists CMFs applied in the B/C Analysis.

XX) Countermeasure: Crashes Targeted (CMF ID, % Reduction)

01) Convert 4-lane to 2-lane with LT lane: All crashes (CMF 199, 29% reduction)

02) Prot/Perm LT phasing: RA crashes (CMF ID 342, 27% reduction)

Crash Modification Factor Used:

03) Install additional primary signal head on E App: SS crashes (CMF ID 1414, 28% reduction)

04) Install raised median: All crashes (CMF ID 3034, 39% reduction)

05) Install LT lane on E App: LT, RA, & bike crashes (CMF ID 7998, 12.4% reduction)

06) Prohibit on-street parking: Crashes involving parked vehicles (CMF ID N/A, 100% reduction)

(Limit 700 Characters; approximately 100 words)

The Benefit/Cost Analysis evaluated the project corridor in two separate sections (comprised of major intersections and segments) to target crash themes. Up to two (of the six selected) CMFs were applied to each crash based on the reported crash type, along with the anticipated benefit provided by each safety countermeasure. A maximum of three CMFs were applied to each individual intersection or segment since the project corridor experiences diverse crash types among people walking, using transit, biking, and walking.

Rationale for Crash Modification Selected:

The expected service life for each improvement was assumed to be 20 years based on service life values included in the 2022 Highway Safety Improvement Program criteria.

The overall average crash reduction expected from the project is 60% (based on a 40% crash modification factor). Approximately 60% (8 crashes) of the total number of reported crashes from the years 2019-2021 will be reduced annually through the implementation of various safety countermeasures for this project.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$18,218,922.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	4
Total Non-Motorized Fatal and Serious Injury Crashes:	1
Total Crashes:	39
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	2
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	24

Worksheet Attachment

1649680676347_CSAH 5 (Franklin Ave) Reconstruction Project - BC Analysis Worksheets.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Pedestrian Safety

Determine if these measures do not apply to your project. Does the project match either of the following descriptions?

*If either of the items are checked yes, then **score for entire pedestrian safety measure is zero**. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings. No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides). No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

CSAH 5 (Franklin Ave) is currently a 4-lane undivided roadway where the sidewalk facilities in many areas are located immediately adjacent to the curb. These conditions present uncomfortable experiences for people walking along and across CSAH 5 (Franklin Ave), especially during snowfall events when there is limited space for snow storage. In addition, controlled crossings are limited to the Franklin/Lyndale and Franklin/Blaisdell intersections that are spaced approximately 0.5 miles apart.

Signalized intersections

The proposed project is anticipated to upgrade the sole traffic signal within the project limits located at the Franklin/Lyndale intersection. Although contingent on the project development process, the planning level concept proposes the conversion of the 4-lane undivided roadway to a 2-lane configuration with dedicated turn lanes. Also, it's anticipated that left-turn phasing will be upgraded from permissive only to protected/permissive. Left-turn upgrades, countdown timers, and APS will allow for safe and comfortable crossings for people walking. Furthermore, existing intersection lighting conditions will be upgraded to provide adequate nighttime visibility to promote user safety and security.

Response:

Unsignalized intersections

The proposed project is anticipated to redesign each of the 7 unsignalized intersections to advance Complete Streets strategies. Although contingent on the project development process, the planning level concept identifies approximately 14 curb extensions and 7 raised medians that may be feasible at unsignalized intersections. Given the

relatively long distance between the signalized intersections at Franklin/Lyndale and Franklin/Blaisdell, unsignalized intersections will be evaluated to determine whether pedestrian crossing beacons are recommended. Furthermore, existing intersection lighting conditions will be upgraded to properly illuminate crossing areas during nighttime. This is especially important at the Franklin/Pleasant intersection that provides a transit stop for Route 2.

Roundabout intersections

Although contingent on the project development process, no roundabouts are anticipated as part of the project.

Midblock locations

The proposed project will aim to encourage pedestrian crossings at intersections, however, mid-block crossings are not anticipated to be prohibited via the installation of barriers. Also, the introduction of approximately 7 raised medians will offer refuge for people crossing and eliminate the potential for dual threat crashes. Furthermore, existing lighting conditions along the corridor will be upgraded to promote pedestrian safety and security.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one:

No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

Although contingent on the project development process, the distance between signalized intersections is not anticipated to increase as part of the CSAH 5 (Franklin Ave) Reconstruction Project.

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one:

No

*If yes,
How many intersections will likely be affected?*

Response:

0

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Although contingent on the project development process, the planning level concept identifies approximately 14 curb extensions, 7 raised medians, and 1 high visibility crosswalk that may be feasible as part of the CSAH 5 (Franklin Ave) Reconstruction Project.

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesn't require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

Although contingent on the project development process, no new grade separated pedestrian crossings are anticipated to be introduced as part of the CSAH 5 (Franklin Ave) Reconstruction Project.

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

Although contingent on the project development process, no mid-block crossings are anticipated to be prohibited as part of the CSAH 5 (Franklin Ave) Reconstruction Project.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

The CSAH 5 (Franklin Ave) Reconstruction Project will introduce proven design strategies to promote uniform, safe, and reasonable speeds by people driving along the corridor.

Roadway operation changes

It's anticipated that on-street parking will be prohibited that will eliminate unnecessary weaving maneuvers by people driving whenever parked vehicles are encountered. The signal timing at Franklin/Lyndale will offer a balance of service for the mainline (Lyndale Ave) and minor approaches (Franklin Ave) to discourage reckless driving that may occur during the yellow phase; commonly referred to as the dilemma zone. Furthermore, specific consideration will be given to transit operations at Franklin/Pleasant to discourage aggressive behaviors by people driving during bus boarding/unloading procedures.

Response:

Roadway design changes

It's anticipated that the existing 4-lane configuration will be converted to a 2-lane configuration to provide the space needed to promote walking, using transit, and biking. The existing curb-to-curb width is approximately 48' that is anticipated to be narrowed to 36' in the proposed condition. Lane widths will be determined based on stakeholder input, data analysis, and environmental review. The introduction of raised medians and consistent boulevards will provide vertical cues to encourage slower speeds by people driving. Furthermore, the introduction of dedicated left-turn lanes at key intersections will provide space for turning vehicles to eliminate weaving maneuvers that often require acceleration. Lastly, the introduction of curb extensions will offer a gateway treatment for

north/south local streets; requiring slower speeds by turning vehicles.

Green streets changes

There is limited green space along CSAH 5 (Franklin Ave) as only bituminous pavement exists between the curbs. The feasibility of median plantings will be evaluated during project development to not only offer additional vertical cues, but also to improve storm water management. Also, it's anticipated that a consistent boulevard will be introduced to not only provide separation between transportation modes, but also provide adequate space for snow storage.

Multimodal facility changes

It's anticipated that a dedicated bicycle facility will be introduced to promote biking as an attractive transportation mode. This will minimize the likelihood of mixing zones that may encourage aggressive driving behaviors due to speed differential. In addition, these bicycle facilities will provide an additional buffer between people walking and people driving to improve pedestrian comfort.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

The current posted speed limit along CSAH 5 (Franklin Ave) is 30 mph.

The proposed design speed limit(s) will be determined as part of the project development process based on data analysis, stakeholder input, and an environmental review. At this time, an increase in the existing speed limit is not anticipated. Project elements such as raised medians, curb extensions, streetscaping, and lane widths are anticipated to support the proposed design speed limit(s).

Response:

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes
or

Existing road configuration is a Two-way, 4+ through lanes Yes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day Yes

List the AADT 15000

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.) Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.) Yes

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant) Yes

Metro Transit Route 2 operates along CSAH 5 (Franklin Ave) and is a high-frequency route with three stops in the project area.

Franklin Ave provides access to numerous shopping, dining and entertainment destinations in the Uptown, Whittier and Steven's Square neighborhoods

(<https://opendata.minneapolis.gov/documents/cfa322ad6ce74c09a5a0eeb9728bef02/explore>).

Below is an abbreviated summary of key pedestrian destinations within 500' of the proposed project:

-The Wedge Community Co-op (Grocery)

-CVS (Pharmacy, Grocery/Shopping)

-Mortimer's Bar and Grill (Entertainment, Dining)

-Community Pharmacy (Pharmacy, Grocery/Shopping)

-Urban Tails Pet Supply (Shopping)

-Caffetto Coffee House (Dining, Community Gathering Space)

-Cajun Boiling Minneapolis (Restaurant)

-Social House (Restaurant)

-Semple Mansion (Event Venue)

-Van Dusen Mansion (Event Venue)

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing) Yes

CSAH 5 (Franklin Ave) connects several dense, mixed-use neighborhoods that are home to numerous pedestrian generators, particularly for low-income populations as well as for those with disabilities. Below is a non-exhaustive list of the most significant the pedestrian generators within 500' of the corridor:

-Vision Loss Resources (Nonprofit Service Provider)

-Blaisdell Housing (150 Unit Income-Restricted Housing)

-Lydia Apartments (78 Unit Senior & Elderly Housing, 48 of which are income-restricted)

-Academia Elze Spanish Emersion (School)

-Plymouth Congregational Church (Religious Organization, Food Pantry, Community Center)

-Pure Lowry (113 Unit Market-Rate Multifamily)

-Modi (75 Unit Market-Rate Multifamily)

-The Whit (74 Unit Market-Rate Multifamily Housing)

It should be noted that the project area is home to a dense multifamily housing stock of various affordability levels and ages for which exact unit numbers and rent data is not readily available. 2020 census data indicates that 1,671 units of occupied housing exist in blocks directly adjacent to the project area. This residential context is in of itself a major generation of pedestrian traffic.

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

The CSAH 5 (Franklin Ave) Reconstruction Project is anticipated to include a number of improvements to make the corridor safer and more comfortable for people walking, using transit, biking, and driving. Attachment 17 illustrates the nearby multimodal connections that will be complemented through the completion of this project. Of most significance, is the anticipated reconfiguration of the existing 4-lane undivided roadway to a 2-lane with turn lanes at key intersections.

Contingent on the project development process, the primary benefits of this project will be the introduction of curb-separated bikeways on CSAH 5 (Franklin Ave), an RBTN Tier 1 route located immediately south of Downtown Minneapolis. The improvements will link multiple spokes of Minneapolis's All Ages and Abilities bicycling network, including connections to the Loring Greenway via Lyndale, Pleasant, Bryant, and Hennepin avenues. Future reconstruction east of this project also will connect to All Ages and Abilities bikeways on Lasalle, 1st, 3rd, Portland, and Park avenues. Longer distance connections include multiple north-south routes serving downtown, the University of Minnesota, and the Chain of Lakes.

Response:

People walking and using mobility devices in the corridor will benefit from reduced crossing distances, fewer conflict points, and elimination of multiple-threats. The project includes curb extensions into cross-streets, accessibility improvements, obstruction removal, wider sidewalks, pedestrian refuge islands, separation from people biking, and a boulevard (the sidewalk today is at back of curb). The project will particularly benefit people visiting Vision Loss Resources at the Franklin/Lyndale intersection,

which is a regional service providing training, classes, activities, and support for people with vision loss.

The reconstruction will benefit transit users with pedestrian improvements and more space for bus stops. Bus pullouts and raised medians will discourage improperly passing departing buses. Route 2 connects the multifamily housing on CSAH 5 (Franklin Ave) with the University of Minnesota's West Bank and East Bank, with scheduled service every 12 minutes from 6 a.m. to 7 p.m. and overnight service.

The reconstruction is expected to benefit people driving by reducing sideswipe, rear-end, and right-angle crashes while creating a more predictable driving experience. Residents shared that CSAH 5 (Franklin Ave) was uncomfortable to drive on, citing common occurrences of weaving traffic, speeding, people backing into the street unexpectedly, and hurried left turns. Additional benefits include a new pavement surface, more predictable behavior from people biking and walking, and improved visibility.

(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 Franklin Avenue Corridor Study via in-person meetings and events and through online interactive mapping and surveying. Engagement resulted in 21 stakeholder meetings and 3 outreach events (two public meetings and one Open Streets event). Engagement began in summer 2019 and continued through 2020. More than 200 comments were received from the online interactive mapping survey.

Response:

Engagement activities (described in Attachment 10) were intentional at reaching Black, Indigenous, and People of Color, low-income residents, people with disabilities, youth, and older adults. Several engagement strategies were used, including; convening a Community Advisory Group (CAG), direct meetings with prominent corridor institutions and organizations, meetings with neighborhood associations, public events, and virtual engagement. Project managers met directly with Blind Inc. and the Metro Urban Indian Directors Public Safety Committee. The CAG included representatives from Hope Community, Native American Community Development Institute, Franklin Library, Saint Stephens, Our Streets Minneapolis, and neighborhood associations.

The engagement activities described above were critical to the development of the project design and outcomes. Feedback from residents and organizational leaders emphasized the need to improve corridor safety for all modes with a focus on pedestrians, people with limited mobility, and people with sight impairments. Engagement efforts yielded the following themes: pedestrian crossing safety concerns, curb ramp and sidewalk deficiency, motor vehicle weaving and speeding, a desire for dedicated bicycling facilities, and support

for better multimodal service. The process was iterative with reoccurring CAG, neighborhood, and open house meetings. County staff followed-up with the community to ensure the project team incorporated community need into the design.

This segment of CSAH 5 (Franklin Ave) has been a long conversation among the county, city, and residents; particularly people desiring to improve walking and biking in the area. In addition to the Franklin Avenue Corridor Study mentioned above, resident and stakeholder input on the corridor was gathered from the following efforts. The common themes of improving pedestrian and bicycling safety and access while reducing general lanes in the project area have been consistent over at least 10 years of community conversation.

- 2013 feasibility study that was completed by Bike Walk Twin Cities and Transit for Livable Communities
- 2040 Hennepin County Bicycle Transportation Plan
- Hennepin County Pedestrian Plan
- Hennepin County Complete Streets Policy
- Minneapolis Vision Zero efforts
- Minneapolis Transportation Action Plan

(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.

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

1649116441877_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 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 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) 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): \$3,860,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,860,000.00

Enter amount of any outside, competitive funding: \$0.00

Attach documentation of award:

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	77 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	162 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	201 KB
Attachment 03 - Existing Roadway Condition Photos.pdf	Attachment 03 - Existing Roadway Condition Photos	1.4 MB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	363 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	2.7 MB
Attachment 06 - Hennepin County Board Resolution 22-0109.pdf	Attachment 06 - Hennepin County Board Resolution	795 KB
Attachment 07 - Hennepin County 2022-2026 Transportation CIP.pdf	Attachment 07 - Hennepin County CIP	314 KB
Attachment 08 - Franklin Ave Corridor Study Summary.pdf	Attachment 08 - Franklin Ave Corridor Study Summary	681 KB
Attachment 09 - 2040 Forecast Traffic Volumes.pdf	Attachment 09 - 2040 Forecast Traffic Volumes	1.8 MB
Attachment 10 - Community Engagement Summary.pdf	Attachment 10 - Community Engagement Summary	931 KB
Attachment 11 - Socio Economic Equity Map.pdf	Attachment 11 - Socio-Economic Equity Map	178 KB
Attachment 12 - Affordable Housing Access Map and Detail Summary.pdf	Attachment 12 - Affordable Housing Access Map and Detail Summary	980 KB
Attachment 13 - StreetLight HCAADT Report.pdf	Attachment 13 - HCAADT Streetlight Report	141 KB
Attachment 14 - Minneapolis Street Lighting Plan.pdf	Attachment 14 - Minneapolis Street Lighting Plan	1.2 MB
Attachment 15 - Crash Map and Detail Listing.pdf	Attachment 15 - Crash Map and Detail Listing	368 KB
Attachment 16 - Crash Modification Factors.pdf	Attachment 16 - Crash Modification Factors	1.4 MB
Attachment 17 - Multimodal Connections Map.pdf	Attachment 17 - Multimodal Connections Map	439 KB
Attachment 18 - City of Minneapolis Letter of Support.pdf	Attachment 18 - City of Minneapolis Support Letter	277 KB

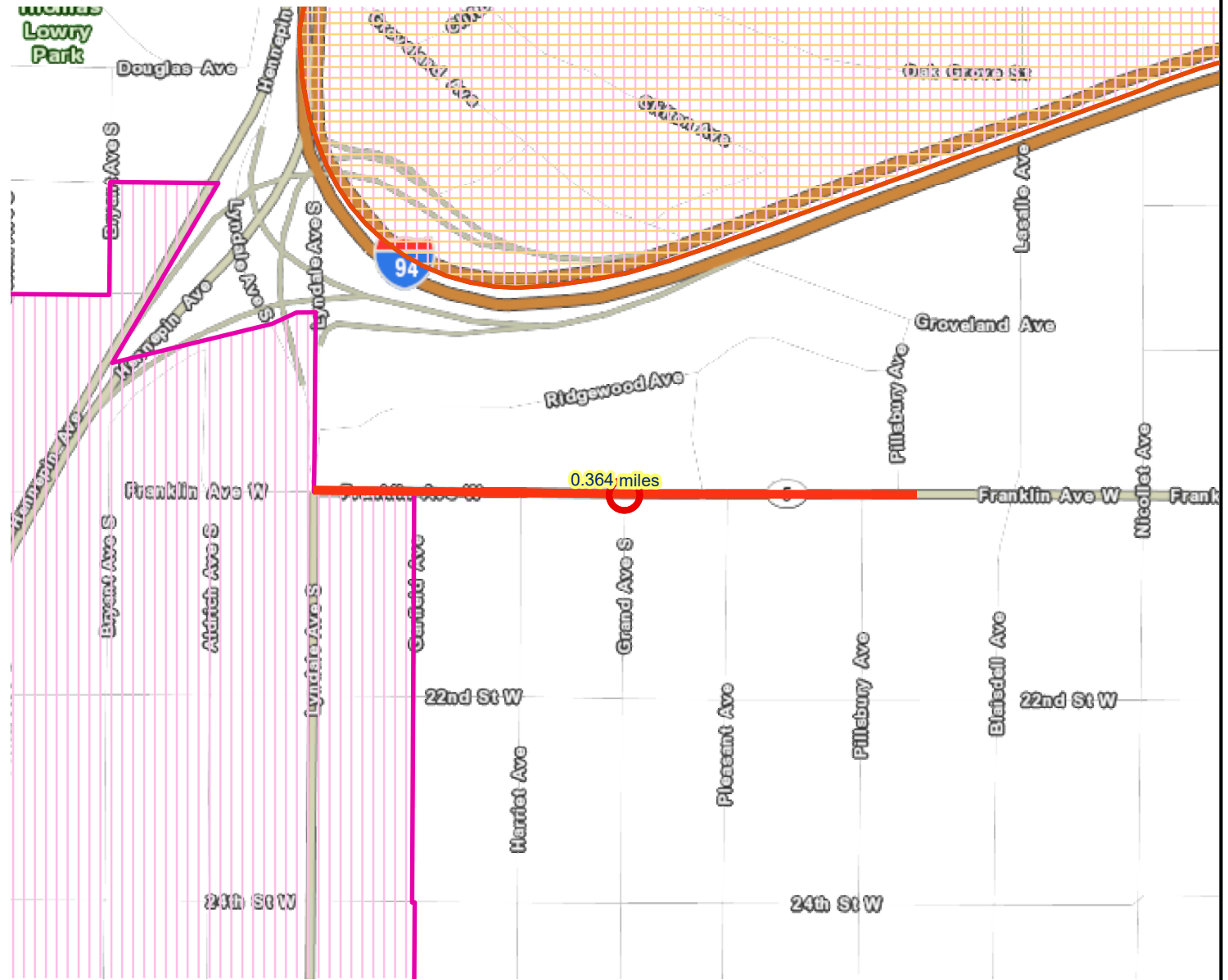
Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 5 (Franklin Ave) Reconstruction Project | Map ID: 1646829345

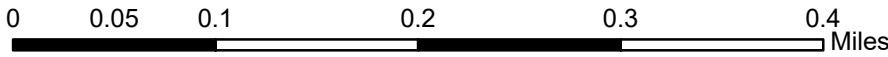
Results

WITHIN ONE MI of project:
Postsecondary Students: 8470

Totals by City:
Minneapolis
Population: 56907
Employment: 65572
Mfg and Dist Employment: 2177



-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



Created: 3/9/2022
LandscapeRSA5

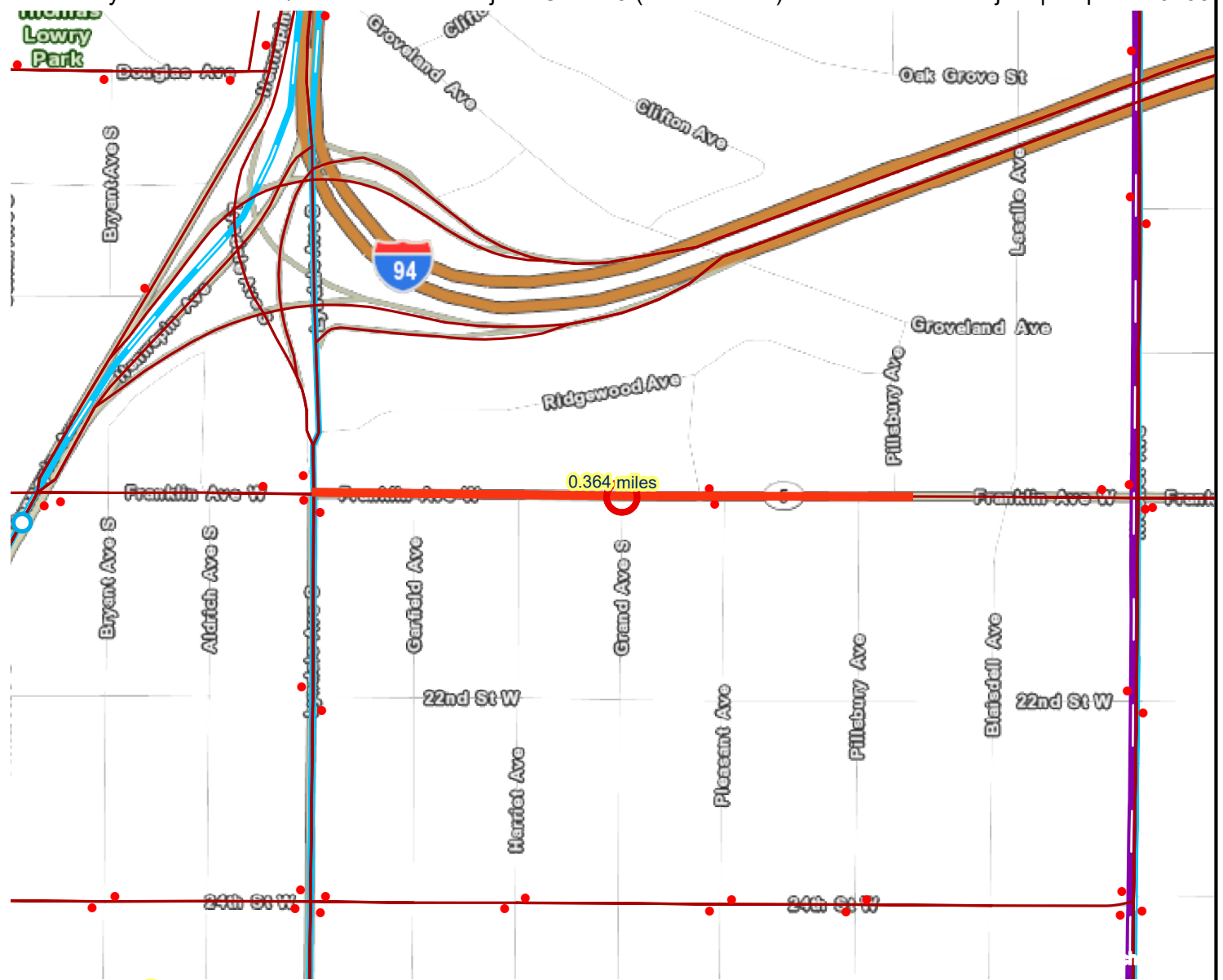


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 5 (Franklin Ave) Reconstruction Project | Map ID: 164682934



Results

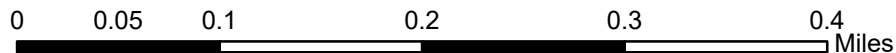
Transit with a Direct Connection to project:
113 114 2 4

*Johnson/Lyndale

*indicates Planned Alignments

Transit Market areas: 1

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



Created: 3/9/2022
LandscapeRSA3



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



Socio-Economic Conditions

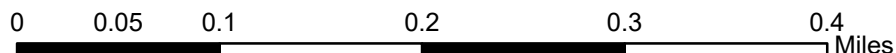
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2856

Project located IN an Area of Concentrated Poverty.



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



CSAH 5 (Franklin Ave) Reconstruction Project

Synchro Report – Congestion Reduction

Existing conditions (AM Peak)

Franklin Regional Solicitation	04/05/2022
Existing AM	
381: Lyndale Av S & Franklin Av W	
Direction	All
Future Volume (vph)	2307
Total Delay / Veh (s/v)	22
CO Emissions (kg)	2.11
NOx Emissions (kg)	0.41
VOC Emissions (kg)	0.49

Proposed conditions (AM Peak)

Franklin Regional Solicitation	04/05/2022
Future AM	
381: Lyndale Av S & Franklin Av W	
Direction	All
Future Volume (vph)	2306
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.25
NOx Emissions (kg)	0.44
VOC Emissions (kg)	0.52

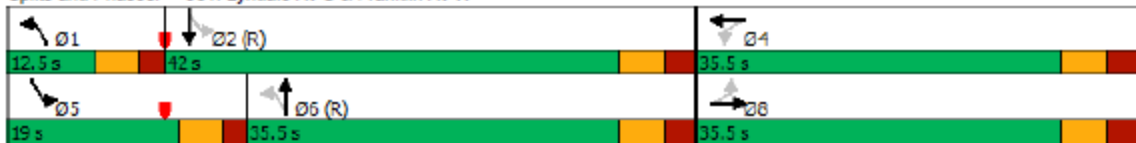


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	137	33	71	14	824	311	604
Future Volume (vph)	29	137	33	71	14	824	311	604
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	10.0	5.0	10.0
Minimum Split (s)	35.5	35.5	35.5	35.5	12.5	29.0	15.0	29.0
Total Split (s)	35.5	35.5	35.5	35.5	12.5	35.5	19.0	42.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	13.9%	39.4%	21.1%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.5	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	5.5	6.0	5.5	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max
Act Effect Green (s)	19.6	19.6	19.6	19.6	41.9	34.4	58.4	55.4
Actuated g/C Ratio	0.22	0.22	0.22	0.22	0.47	0.38	0.65	0.62
v/c Ratio	0.18	0.43	0.14	0.73	0.04	0.72	0.72	0.33
Control Delay	28.7	32.5	27.2	43.6	9.2	28.9	24.8	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.7	32.5	27.2	43.6	9.2	28.9	24.8	10.7
LOS	C	C	C	D	A	C	C	B
Approach Delay		31.9		41.6		28.6		15.3
Approach LOS		C		D		C		B

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBT, Start of 1st Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 24.9
 Intersection LOS: C
 Intersection Capacity Utilization 84.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 381: Lyndale Av S & Franklin Av W



CSAH 5 (Franklin Ave) Reconstruction Project

Synchro Report – Emissions

Existing conditions (AM Peak)

Franklin Regional Solicitation	04/05/2022
Existing AM	
381: Lyndale Av S & Franklin Av W	
Direction	All
Future Volume (vph)	2307
Total Delay / Veh (s/v)	22
CO Emissions (kg)	2.11
NOx Emissions (kg)	0.41
VOC Emissions (kg)	0.49

Proposed conditions (AM Peak)

Franklin Regional Solicitation	04/05/2022
Future AM	
381: Lyndale Av S & Franklin Av W	
Direction	All
Future Volume (vph)	2306
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.25
NOx Emissions (kg)	0.44
VOC Emissions (kg)	0.52

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	11.49	End RP	11.59	Miles	0.03
Location	At CSAH 22 (Lyndale Ave)				

B. Project Description

Proposed Work	CSAH 5: Install LT Lane with Prot/Perm LT Phasing for E App CSAH 5: Install additional primary signal head for E App		
Project Cost*	\$3,860,000	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.64	Fatal (K) Crashes	Reference	CMF 00342: Implement Prot/Perm LT Phasing for E App (27% reduction)
0.64	Serious Injury (A) Crashes		CMF 07998: Install LT Lane on E App (12.4% reduction)
0.76	Moderate Injury (B) Crashes	Crash Type	CMF 00342: RA
0.88	Possible Injury (C) Crashes		CMF 07998: LT, RA, & BIKE
	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.72	Fatal (K) Crashes	Reference	CMF 01414: Install addtl primary signal head on E App (28% reduction)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	CMF 01414: SS
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 00342: RA			
	CMF 07998: LT, RA, & BIKE			
K crashes	0	0	0	
A crashes	1	0	0	
B crashes	1	0	0	
C crashes	2	0	0	
PDO crashes	1	1	1	

F. Benefit-Cost Calculation

\$2,730,470	Benefit (present value)	B/C Ratio = 0.71
\$3,860,000	Cost	

Proposed project expected to reduce 1 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,500,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 0.7% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$750,000	
B crashes	\$230,000	
C crashes	\$120,000	
PDO crashes	\$13,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.36	0.12	\$90,250
B crashes	0.36	0.12	\$27,677
C crashes	0.49	0.16	\$19,440
PDO crashes	0.40	0.13	\$1,751
			\$139,117

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2026	\$139,117	\$139,117	Total = \$2,730,470
2027	\$139,813	\$138,841	
2028	\$140,512	\$138,565	
2029	\$141,215	\$138,290	
2030	\$141,921	\$138,015	
2031	\$142,630	\$137,741	
2032	\$143,343	\$137,468	
2033	\$144,060	\$137,195	
2034	\$144,780	\$136,922	
2035	\$145,504	\$136,650	
2036	\$146,232	\$136,379	
2037	\$146,963	\$136,108	
2038	\$147,698	\$135,838	
2039	\$148,436	\$135,568	
2040	\$149,178	\$135,299	
2041	\$149,924	\$135,030	
2042	\$150,674	\$134,762	
2043	\$151,427	\$134,494	
2044	\$152,184	\$134,227	
2045	\$152,945	\$133,960	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	11.52	End RP	11.85	Miles	0.33
Location	From CSAH 22 (Lyndale Ave) to 0.05 mi West of Blaisdell Ave				

B. Project Description

Proposed Work	CSAH 5: Convert 4-Ln to 2-Ln with LT Ln and install raised median CSAH 5: Prohibit on-street parking		
Project Cost*	\$3,860,000	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

	Fatal (K) Crashes	Reference	CMF 00199: Convert 4-Ln to 2-Ln with LT lane (29% reduction)
0.43	Serious Injury (A) Crashes		CMF 03034: Install raised median (39% reduction)
0.43	Moderate Injury (B) Crashes	Crash Type	CMF 00199: OR, SS, LT, RA, HO, PED, & BIKE
	Possible Injury (C) Crashes		CMF 03034: OR, SS, LT, RA, HO, PED, & BIKE
0.43	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	No CMF ID: Prohibit on-street parking along CSAH 5 (100% reduction)
0.00	Serious Injury (A) Crashes		
0.00	Moderate Injury (B) Crashes	Crash Type	Crashes involving parked vehicles along CSAH 5
	Possible Injury (C) Crashes		
0.00	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 00199: OR, SS, LT, RA, HO, PED, & BIKE	Crashes involving parked vehicles along CSAH 5		
	CMF 03034: OR, SS, LT, RA, HO, PED, & BIKE			
K crashes	0			0
A crashes	2			1
B crashes	3			1
C crashes	1			0
PDO crashes	18			1

F. Benefit-Cost Calculation

\$15,488,452	Benefit (present value)	B/C Ratio = 4.02
\$3,860,000	Cost	

Proposed project expected to reduce 6 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,500,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 0.7% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$750,000	
B crashes	\$230,000	
C crashes	\$120,000	
PDO crashes	\$13,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	2.13	0.71	\$533,500
B crashes	2.70	0.90	\$207,077
C crashes	0.00	0.00	\$0
PDO crashes	11.21	3.74	\$48,559
			\$789,136

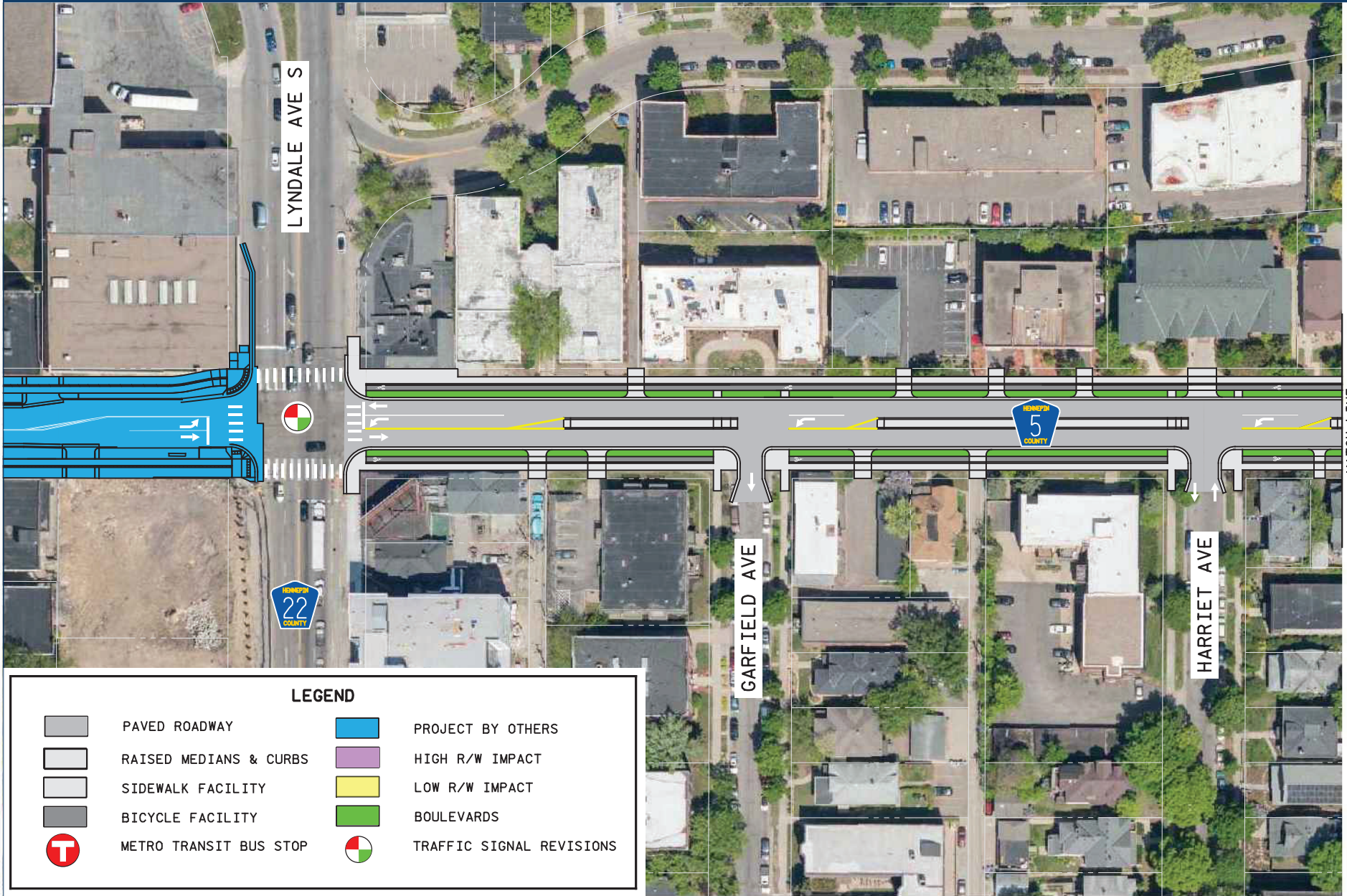
H. Amortized Benefit

Year	Crash Benefits	Present Value	
2026	\$789,136	\$789,136	Total = \$15,488,452
2027	\$793,082	\$787,569	
2028	\$797,047	\$786,005	
2029	\$801,032	\$784,443	
2030	\$805,037	\$782,885	
2031	\$809,063	\$781,331	
2032	\$813,108	\$779,779	
2033	\$817,174	\$778,230	
2034	\$821,259	\$776,684	
2035	\$825,366	\$775,142	
2036	\$829,493	\$773,602	
2037	\$833,640	\$772,066	
2038	\$837,808	\$770,532	
2039	\$841,997	\$769,002	
2040	\$846,207	\$767,475	
2041	\$850,438	\$765,951	
2042	\$854,690	\$764,429	
2043	\$858,964	\$762,911	
2044	\$863,259	\$761,396	
2045	\$867,575	\$759,884	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

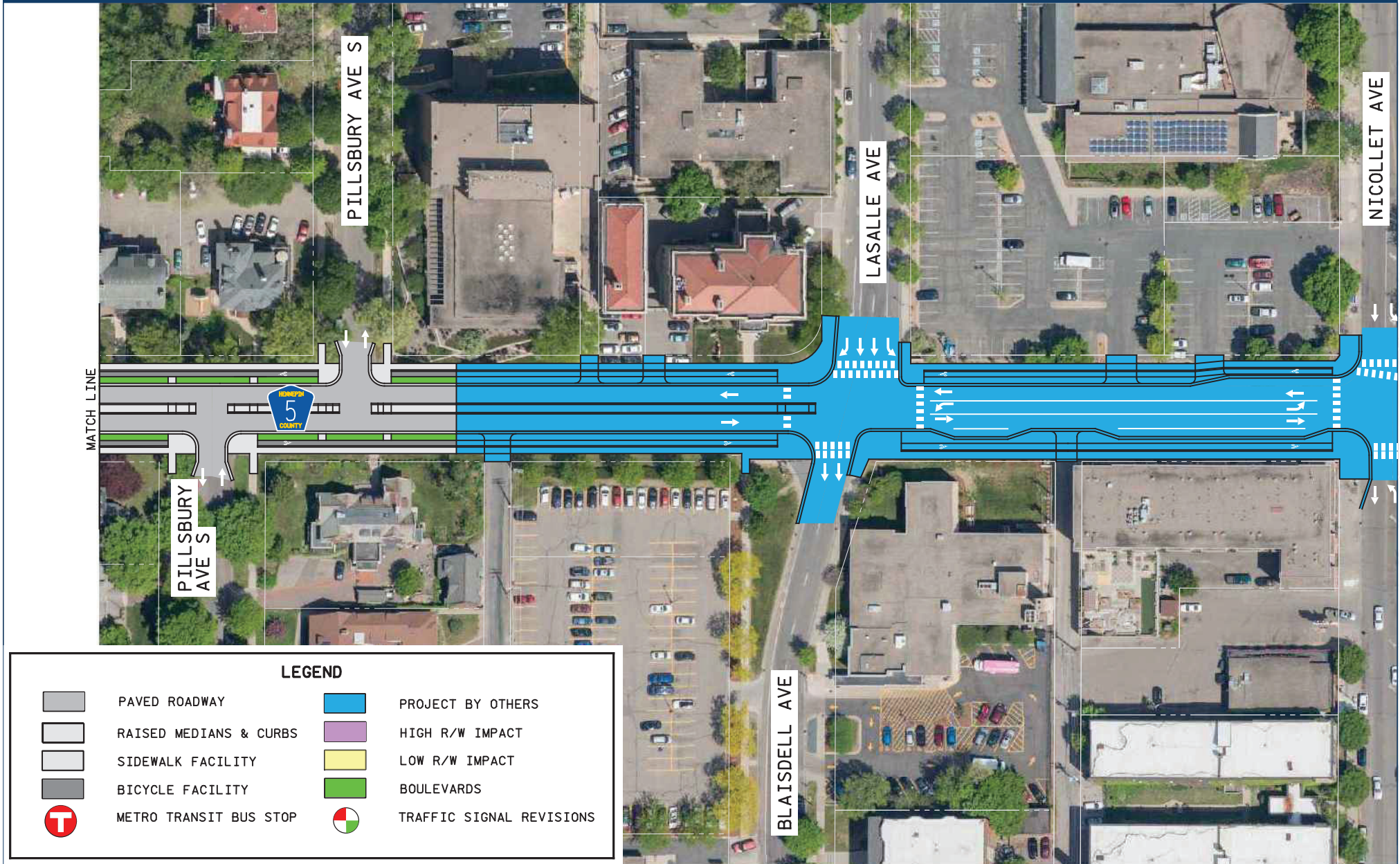
HENNEPIN COUNTY
MINNESOTA



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 5 (Franklin Ave) Reconstruction 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 2022-2026 Transportation CIP
8. Franklin Ave Corridor Study Summary
9. 2040 Forecast Traffic Volumes
10. Community Engagement Summary
11. Socio Economic Access Map
12. Affordable Housing Access Map and Detail Summary
13. Streetlight HCAADT Report
14. Minneapolis Street Lighting Plan
15. Crash Map and Detail Listing
16. Crash Modification Factors
17. Multimodal Connections Map
18. City of Minneapolis Support Letter

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

Project Name

CSAH 5 (Franklin Ave) Reconstruction Project

City(ies)

Minneapolis

Commissioner District(s)

3

Capital Project Number

2210900

Project Category

Reconstruction

Scoping Manager

Emily Buell

Scoping Form Revision Dates

3/30/2022

Project Summary

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Ave (CSAH 22) to 250' west of Blaisdell Ave in Minneapolis.

Roadway History

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway is a 4-lane undivided configuration with no turn lanes provided. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking exist along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides, they do not provide a positive user experience. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Many pedestrian ramps do not meet current ADA standards and pose challenges for those with limited mobility.

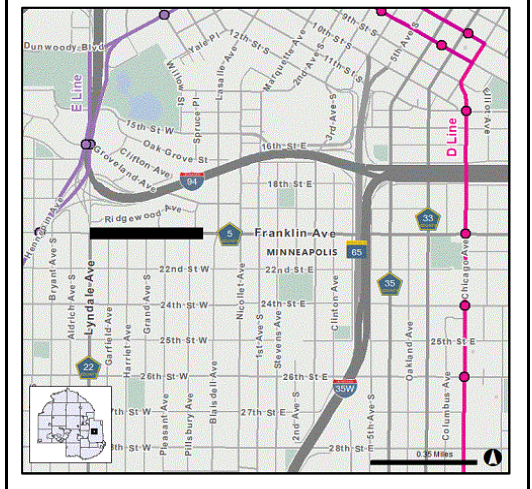
Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

Project Risks & Uncertainties

- This project is phase 2 of 2 along Franklin Ave led by Hennepin County.
- Additional coordination will be needed with the City of Minneapolis' Franklin Ave reconstruction project to the west, and Hennepin County's Lyndale Ave (CSAH 22) reconstruction project

Project Map



Project Timeline

Scoping: Q1 2019 - Q2 2021

Design: Q3 2021 - Q4 2024

R/W Acquisition: Q3 2023 - Q4 2024

Bid Advertisement: Q2 2025

Construction: Q3 2025 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	2,970,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	3,210,000
Design Services: \$	480,000
R/W Acquisition: \$	1,080,000
Other (Utility Burial): \$	-
Construction Services: \$	320,000
Contingency: \$	960,000
Total Project Budget: \$	6,050,000

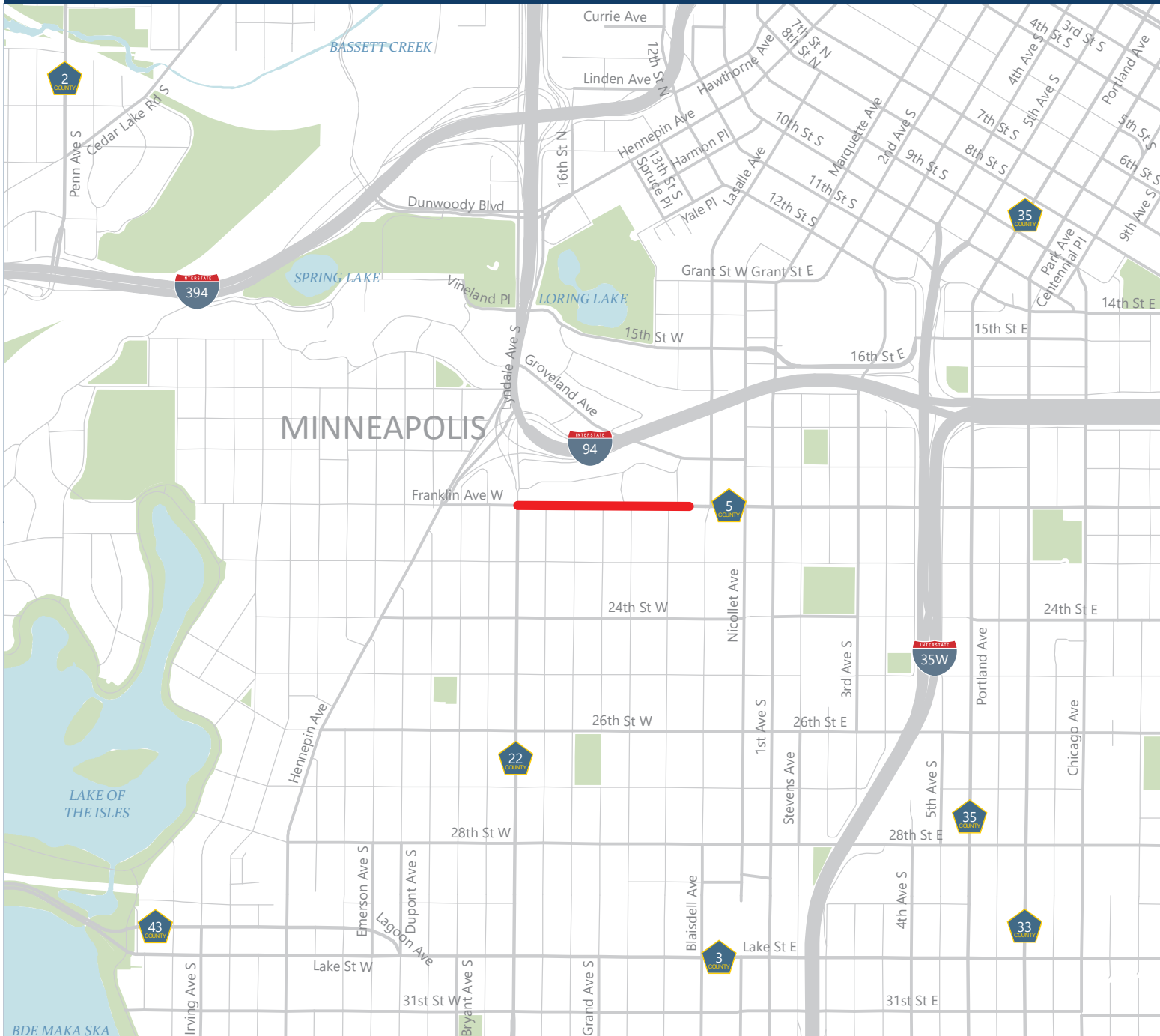
Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)


CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY
MINNESOTA



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: 8/25/2021



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 03 | Existing Roadway Condition Photos



Overview of the existing undivided 4-lane configuration, which creates difficult midblock crossings for the 0.5 mile stretch from CSAH 22 to Blaisdell Ave.



Many sections of the existing roadway, sidewalk and gutter pan are experiencing significant cracking and are in generally poor condition, as demonstrated above.



Three out of four quadrants at the Lyndale Ave and Franklin Ave intersection have older pedestrian ramps which are missing truncated domes. The signal at this intersection is 60 years old and is past its useful functional life.



The Franklin Avenue and Lyndale Avenue intersection is within the top 25 intersections with the highest crash frequencies on the Hennepin County system (as of 2021).

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 03 | Existing Roadway Condition Photos



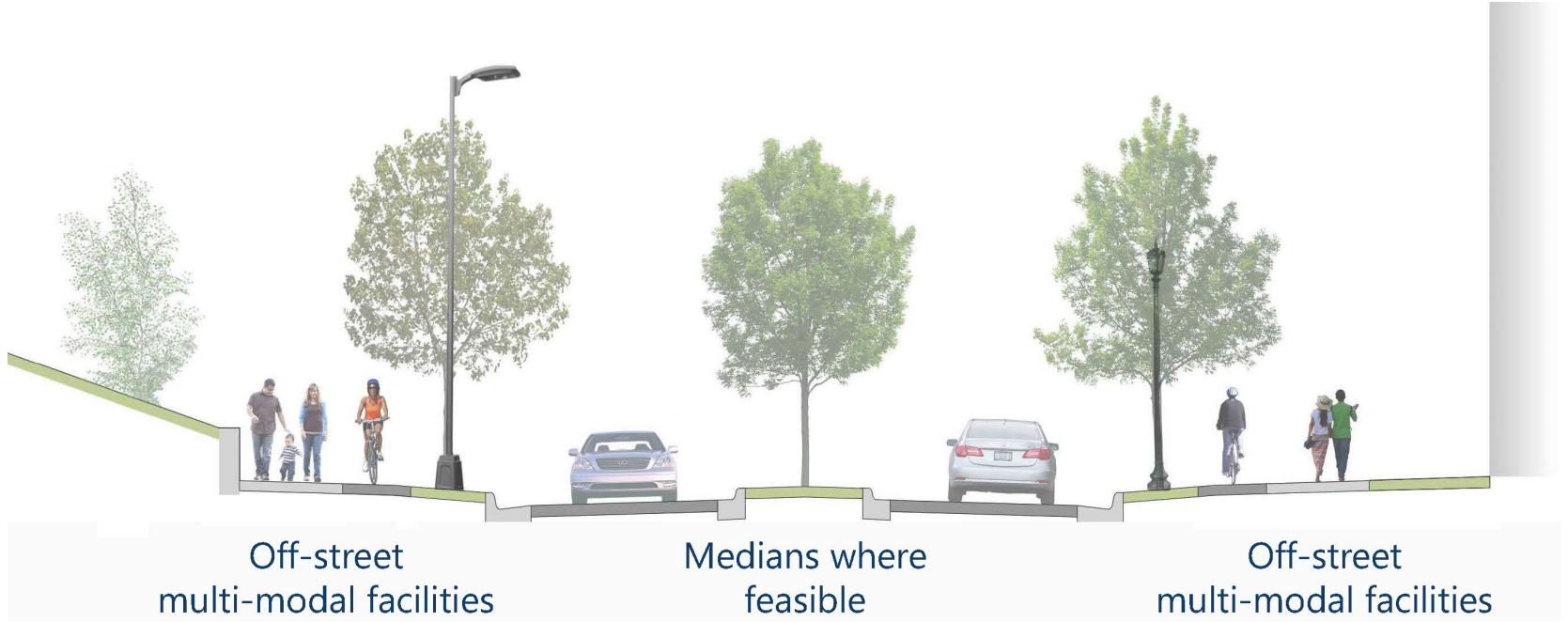
Many unsignalized intersections, such as this intersection at Garfield Ave, lack truncated domes and have aging pedestrian ramps.



Sidewalks along Franklin Ave within the project area are in poor condition and are cracked, uneven and contain obstructions. There is also a lack of boulevard space, leading to an uncomfortable user experience for pedestrians.

CSAH 5 (Franklin Ave) Reconstruction Project

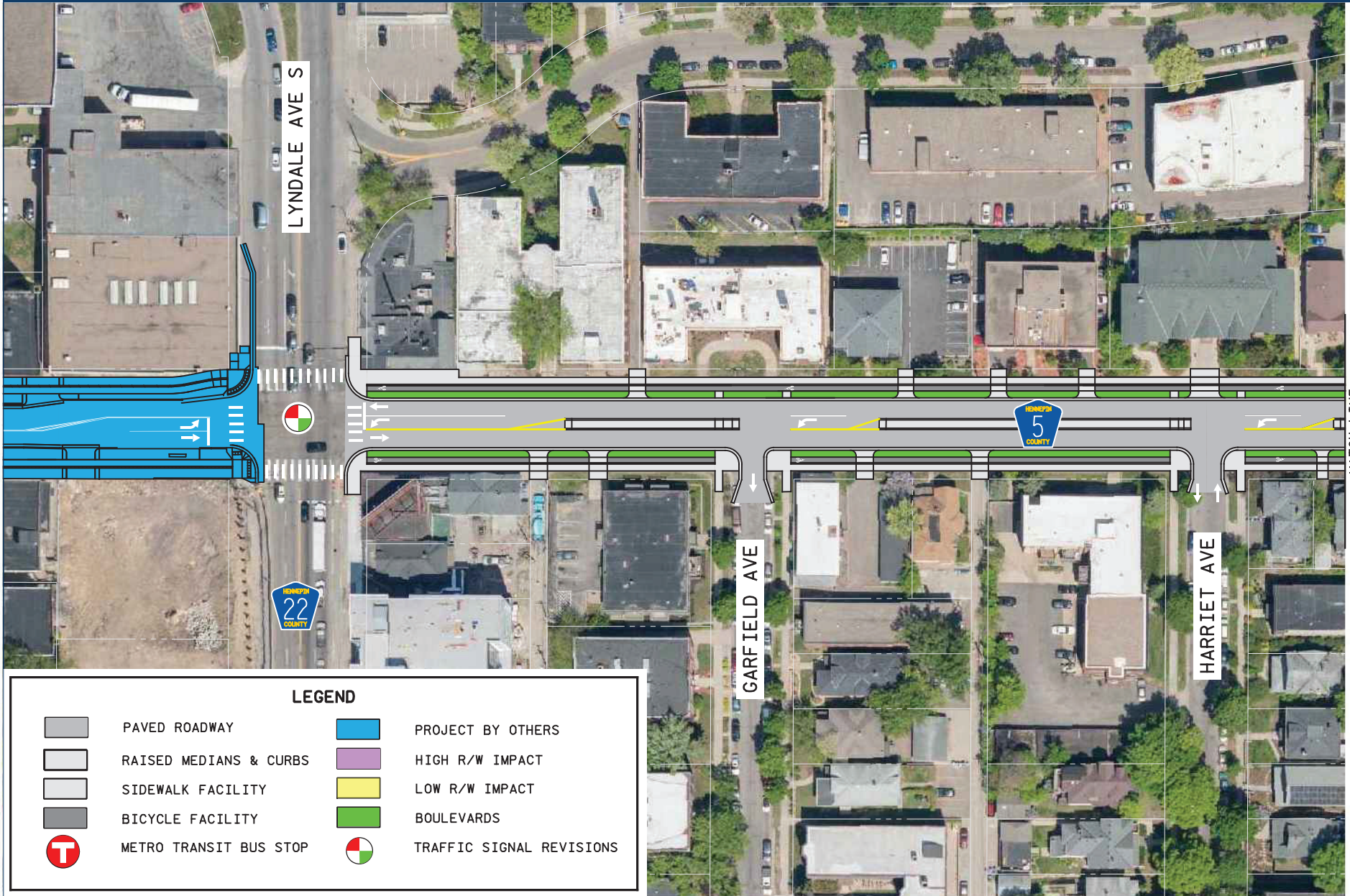
Attachment 04 | Potential Typical Section



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA




CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



LEGEND

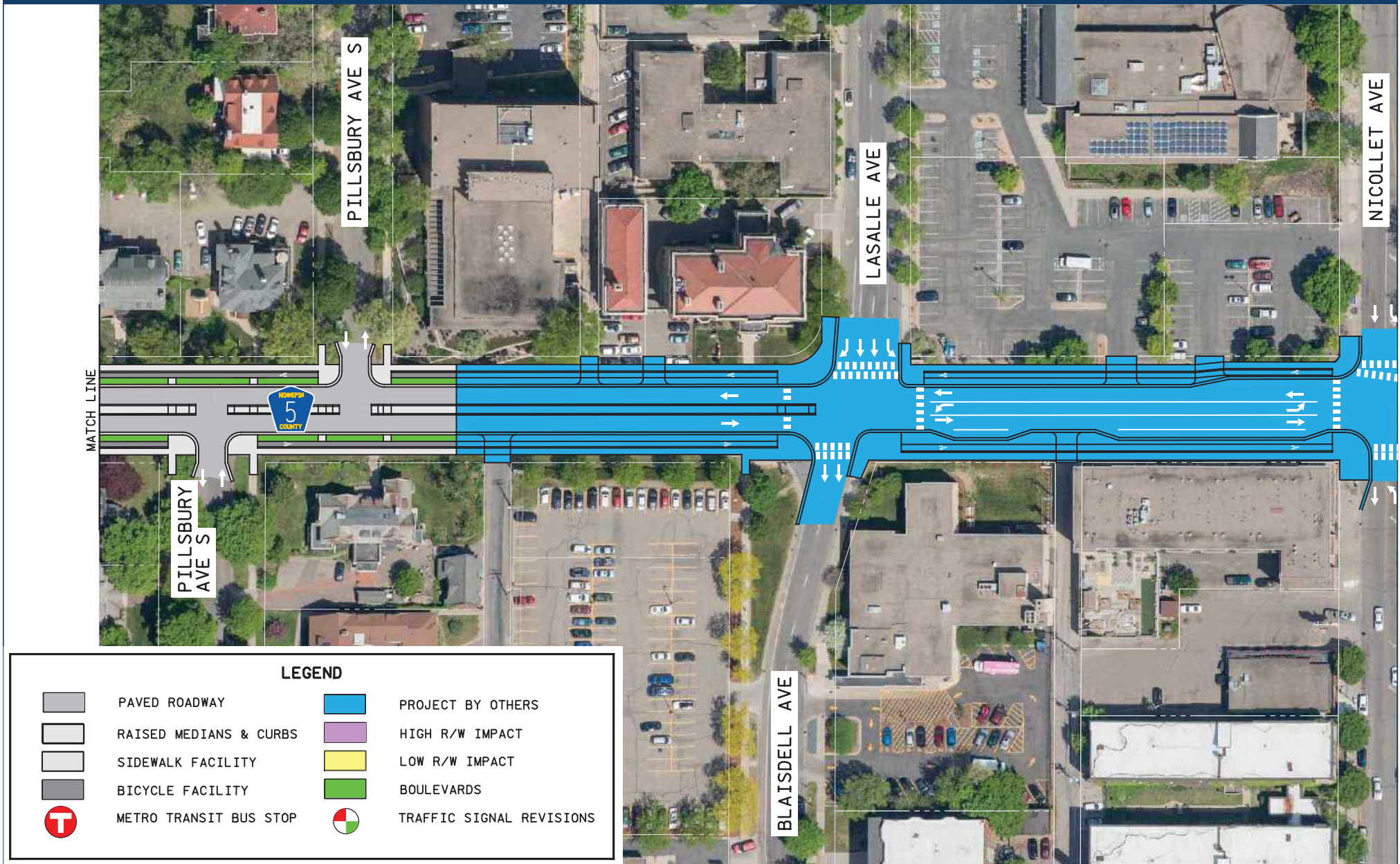
- | | | | |
|--|------------------------|---|--------------------------|
|  | PAVED ROADWAY |  | PROJECT BY OTHERS |
|  | RAISED MEDIANS & CURBS |  | HIGH R/W IMPACT |
|  | SIDEWALK FACILITY |  | LOW R/W IMPACT |
|  | BICYCLE FACILITY |  | BOULEVARDS |
|  | METRO TRANSIT BUS STOP |  | TRAFFIC SIGNAL REVISIONS |



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



CSAH 5 (Franklin Ave) Reconstruction 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

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 07 | Hennepin County 2022-2026 Transportation CIP

BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name:	2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	Funding Start:	2022
Major Program:	Public Works	Funding Completion:	2025
Department:	Transportation Roads & Bridges		

Summary:

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Avenue to Blaisdell Avenue in the City of Minneapolis.

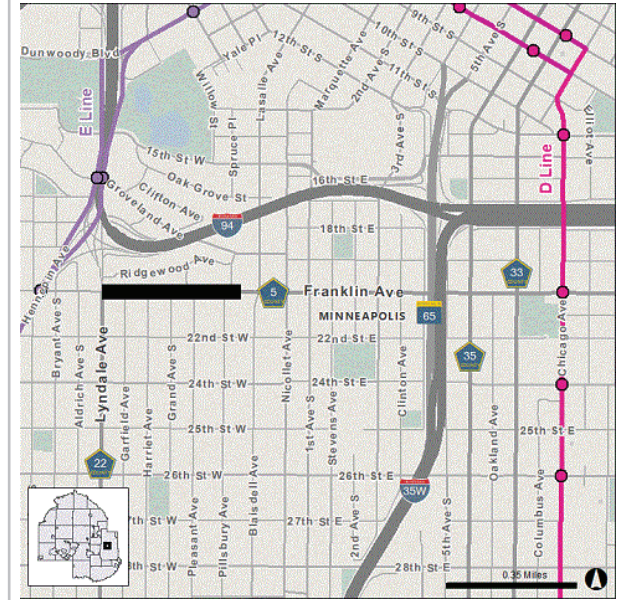
Purpose & Description:

The existing roadway (last reconstructed in 1962) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The existing curb is showing signs of settlement; diminishing its ability to manage storm water. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking are currently provided along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides of the roadway, some areas lack adequate boulevard space, presenting challenges for routine maintenance activities. In addition, on-street parking is permitted during off-peak periods; limiting mobility for people driving.

In 2020, Transportation Project Delivery completed the Franklin Ave Corridor Study (hennepin.us/franklincorridor) that evaluated both short-term and long-term options for the corridor. It is anticipated that this project will provide an opportunity to implement recommendations from the study; relying on community input, data analysis, and environmental review to determine the specific location and type of improvement as part of the design process.

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience for people walking by managing the speeds of people driving.

This project is Phase 2 (of 2) of capital improvements along the Franklin Avenue (CSAH 5) corridor in Minneapolis and is directly related to Capital Project 2172600. Additionally, in 2022, the City of Minneapolis plans to reconstruct a segment of Franklin Avenue directly to the west between Hennepin Avenue and Lyndale Avenue (CSAH 22).



REVENUE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							50,000			50,000
Federal - Other - Roads							3,350,000			3,350,000
Mn/DOT State Aid - Regular				145,000	325,000	650,000	985,000			2,105,000
Minneapolis				35,000	155,000	460,000	255,000			905,000
Total				180,000	480,000	1,110,000	4,640,000			6,410,000

EXPENSE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					200,000	800,000				1,000,000
Construction							3,580,000			3,580,000
Consulting				180,000	180,000	180,000	360,000			900,000
Contingency					100,000	130,000	700,000			930,000
Total				180,000	480,000	1,110,000	4,640,000			6,410,000

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 07| Hennepin County 2022-2026 Transportation CIP

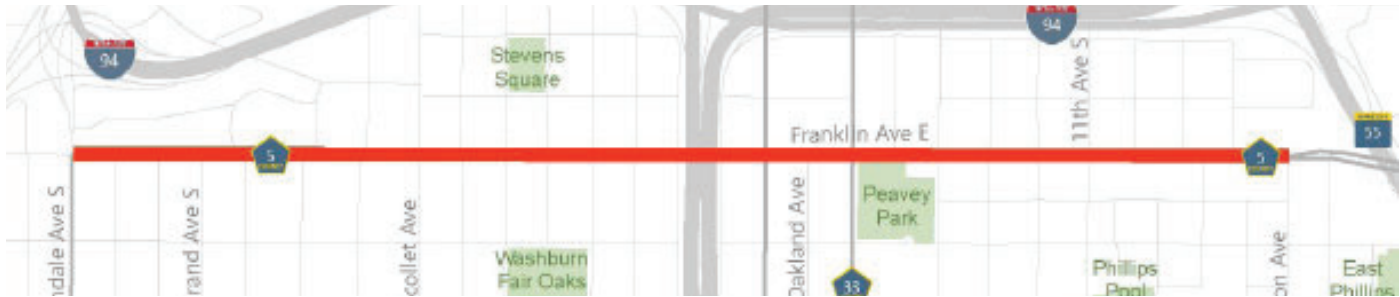
BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave Major Program: Public Works Department: Transportation Roads & Bridges					Funding Start: 2022 Funding Completion: 2025															
Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total												
Department Requested		180,000	480,000	1,110,000	4,640,000			6,410,000												
Administrator Proposed		180,000	480,000	1,110,000	4,640,000			6,410,000												
CBTF Recommended		180,000	480,000	1,110,000	4,640,000			6,410,000												
Board Approved Final		180,000	480,000	1,110,000	4,640,000			6,410,000												
Scheduling Milestones (major phases only): <table border="0"> <tr> <td><u>Activity</u></td> <td><u>Anticipated Timeframe</u></td> </tr> <tr> <td>Planning</td> <td>2019 - Q2 2021</td> </tr> <tr> <td>Design</td> <td>Q3 2021 - Q4 2024</td> </tr> <tr> <td>Bid Advertisement</td> <td>Q2 2025</td> </tr> <tr> <td>Construction</td> <td>Q3 2025 - Q4 2026</td> </tr> <tr> <td>Completion</td> <td>2027</td> </tr> </table>					<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	2019 - Q2 2021	Design	Q3 2021 - Q4 2024	Bid Advertisement	Q2 2025	Construction	Q3 2025 - Q4 2026	Completion	2027	Board Resolutions / Supplemental Information:			
<u>Activity</u>	<u>Anticipated Timeframe</u>																			
Planning	2019 - Q2 2021																			
Design	Q3 2021 - Q4 2024																			
Bid Advertisement	Q2 2025																			
Construction	Q3 2025 - Q4 2026																			
Completion	2027																			
Project's Effect on County Priorities and the Operating Budget: <u>County Priorities:</u> This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income. . <u>Operating Budget:</u> Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.																				
Changes from Prior CIP: <ul style="list-style-type: none"> This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to reconstruct Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in the City of Minneapolis 																				
Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total												
Department Requested																				
Administrator Proposed																				
CBTF Recommended																				
Board Approved Final																				

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 08 | Franklin Ave Corridor Study Summary

From fall 2019 to spring 2020 Hennepin County completed a feasibility study to review current conditions, identify issues and evaluate ways to improve safety, accessibility and comfort for all road users along Franklin Avenue (County Road 5) from Lyndale (County Road 22) to Bloomington avenues. Visit the study webpage at: www.hennepin.us/franklincorridor



Study limits - Lyndale Avenue to Bloomington Avenue

Project goals

- Improve safety, accessibility, and comfort for all modes of travel
- Provide space for people walking, biking, using transit and driving
- Provide safer pedestrian crossings
- Strengthen community connections
- Improve access to local businesses, institutions and other community assets
- Enhance livability along the corridor
- Minimize traffic delay for transit and people driving

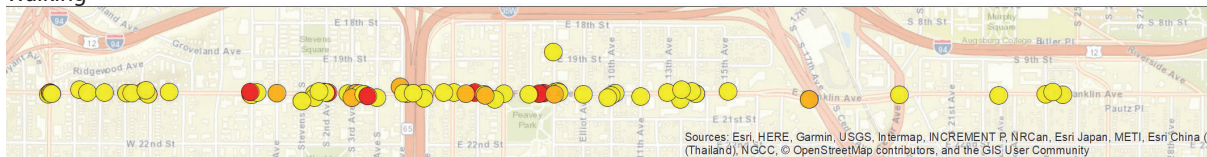
Public engagement themes

- Pedestrian safety
- ADA compliance, accessibility and sidewalk deficiency
- On-street parking
- Driver behavior

Public Comments

A wikimap was created to solicit comments on the Franklin Ave corridor via a digital platform. Over 260 unique comments were received, many related to personal safety when traveling along or crossing Franklin Ave.

Walking



Dots represent unique comments each ranked according to category ● Concern ● Elevated concern ● Accessibility issue

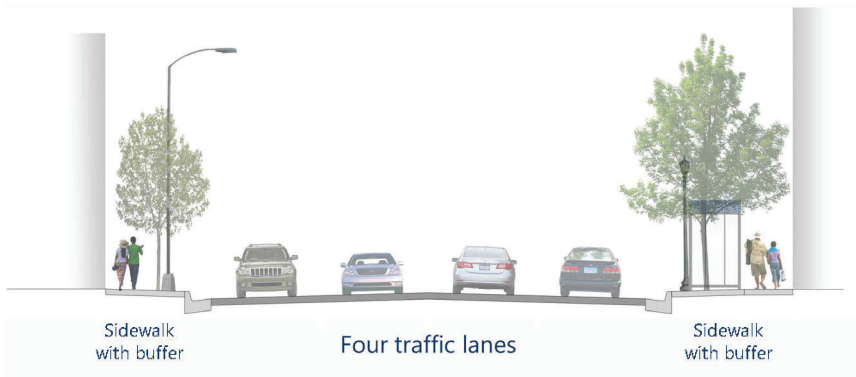
CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 08 | Franklin Ave Corridor Study Summary

Corridor concepts

Concepts were developed at four representative locations along the corridor. In each area further evaluation will be completed for the following three concepts during the project implementation phase.

Existing condition



Features

- 4 lane undivided
- No existing bike lanes
- Off peak on-street parking in most locations

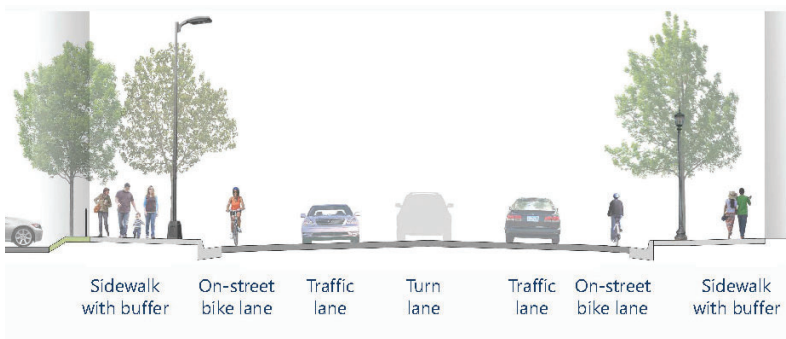
Three lane with separated bike lanes



Features

- 4 lane to 3 lane conversion
- Pedestrian crossing and sidewalk upgrades
- Off-street separated bike lanes
- On-street parking removed in most locations

Three lane with buffered bike lanes



Features

- 4 lane to 3 lane conversion
- Pedestrian crossing and sidewalk upgrades
- On-street buffered bike lanes
- On street parking removed in most locations

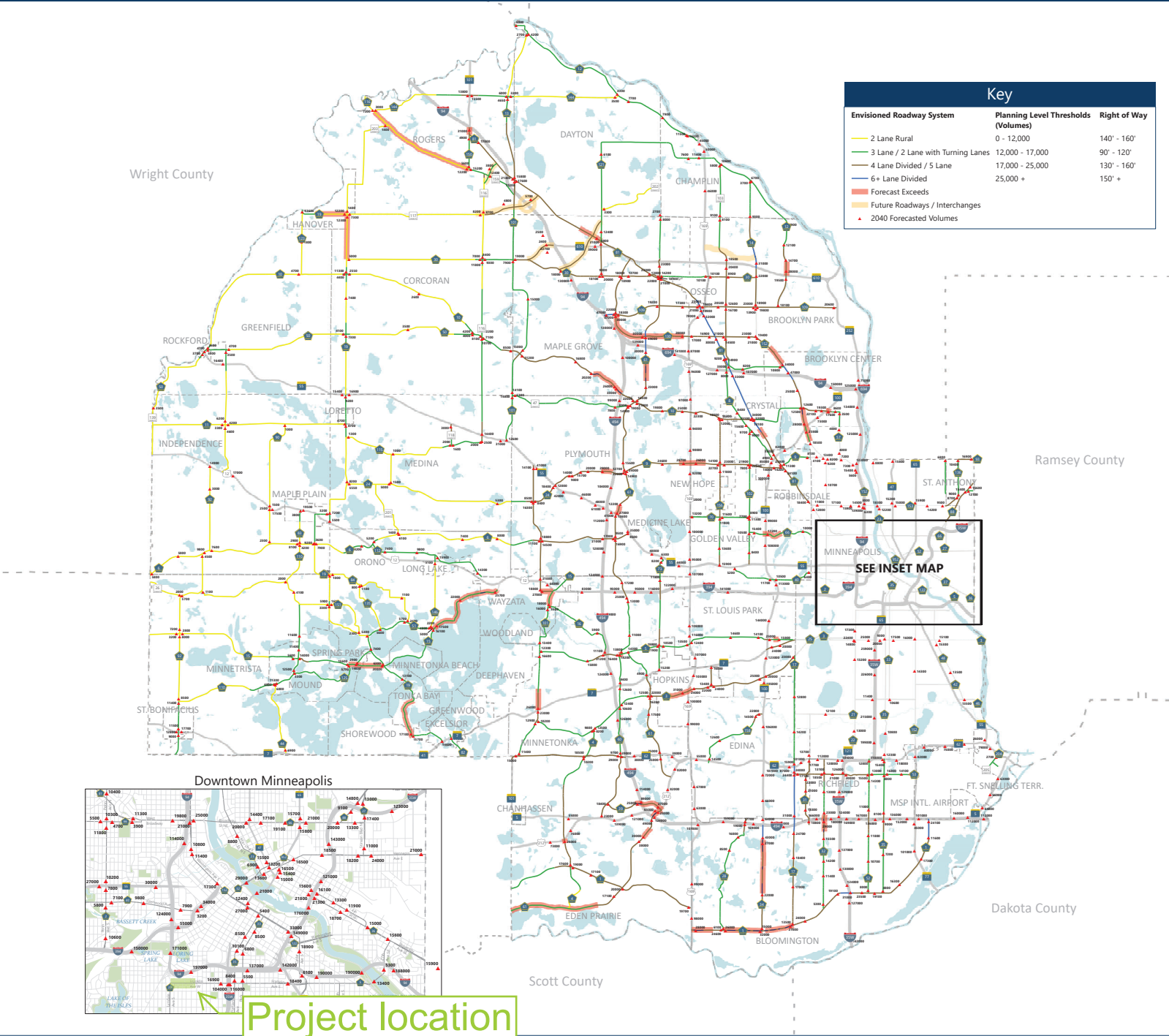
CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 09 | 2040 Forecast Traffic Volumes

Envisioned roadway system and right-of-way needs

Transportation Planning | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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.

Publication date: 2/3/2020

Data sources: SRF Consulting, Hennepin County Transportation Planning



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 10 | Community Engagement Summary

Franklin Avenue corridor study engagement summary

Franklin Avenue corridor study engagement summary

June 2019 – March 2020

Community engagement is an integral component of the Franklin Avenue corridor study. Community members and stakeholders along the corridor length have been engaged throughout the study. The goal of this engagement is to better understand corridor issues and challenges faced by people who use the corridor on a regular basis. In progress toward a selected corridor cross section and concept, the project team will use community input as a guiding factor in the decision-making process. This is a summary of the engagement that took place during the study from June 2019 – March 2020.

Comment summary

Comments were solicited from residents and corridor stakeholders during each of the engagement activities listed in this document. During pop-up, open house, and community advisory group events, people were encouraged to note areas of concern on a corridor map with colored dots and leave written comments with post-it notes. During Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC) and neighborhood group meetings, residents shared comments verbally. An online interactive Wikimap was created for people to share comments digitally.

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 10 | Community Engagement Summary

Community meetings

Community meetings

Meetings with community organizations

- Will Delaney - Hope Community - phone call 6/20
- Ash Narayanan - Our Streets - meeting 6/26
- Robert Lilligren - Native American Community Development Institute - meeting 7/8
- Franklin Library staff - meeting 7/15
- Scott Artely - Stevens Square - meeting 7/18
- Paul Shanafelt - Lowry Hill East - meeting 7/18
- Jeff Mueller, Robin Cole - Norway House - meeting 7/31
- Anette Able - Plymouth Congregational Church - meeting 8/7
- Blind Inc - conversation with student group - meeting 1/8/2020
- Native American Community - MUID Public Safety Committee - 1/21/2020

Community Advisory Group CAG meetings

As part of study engagement efforts, a community advisory group (CAG) was formed. The purpose of the group was to engage corridor institution, business and neighborhood leaders as representatives of their respective organizations. The CAG met on three occasions and took a more detailed level of engagement in the guidance of study efforts and outcomes. The following individuals participated in the CAG as representatives of their respective organizations:

Community Advisory Group members

Joan Vanhala, Hennepin County

Emily Kettell, Hennepin County

Dee Tvedt, Stevens Square Community Organization

Will Delaney, Hope Community, Franklin Area Business Association

Ash Narayanan, Our Streets MPLS

Gwen Wasmund, Franklin Library

Kimberly Trinh-Sy, Franklin Library

Justin Kader, Whittier Alliance

Annette Able, Plymouth Congregational Church

Thor Adam, Ventura Village

Mike Menner, St. Stephens

Julia Curran, Minneapolis Pedestrian Advisory Committee

Aaron Shaffer, Minneapolis Bicycle Advisory Committee

Robert Lilligren, Native American Community Development Institute

Paul Shanafelt, Lowry Hill East Neighborhood Association

Melanie Mills, PPL Inc.

Rachael Barnes, Norway House

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 10 | Community Engagement Summary

Community meetings

Mark Erickson, Blind Inc.

CAG meetings took place on the following dates:

- Meeting #1 - 9/18/2019
- Meeting #2 - 11/12/2019
- Meeting # 3 – 2/14/2020

Neighborhood association meetings

- Stevens Square Neighborhood Development and Events Committee Meeting - 9/23/2019
- Franklin Area Business Association (FABA) meeting - 10/10/2019
- Lowry Hill East Neighborhood Association Planning and Zoning Committee meeting - 10/16/2019
- Ventura Village Neighborhood Housing and Land use Committee - 10/31/2019
- Whittier Neighborhood - 11/13/2019
- Lowry Hill East Neighborhood Association Planning and Zoning Committee meeting - 2/12/2020
- Franklin Area Business Association (FABA) meeting - 2/13/2020
- Stevens Square Neighborhood - 2/24/2020
- Ventura Village - 2/27/2020

BAC and PAC meetings

- Hennepin County BAC - meeting 9/16/2019
- Minneapolis BAC Engineering Subcommittee - 9/17/2019
- Minneapolis PAC Engineering Subcommittee - 9/19/2019
- Minneapolis BAC Engineering Subcommittee - 12/10/2019
- Hennepin County BAC - 12/16/2019
- Minneapolis PAC Engineering Subcommittee - 12/19/2019
- Hennepin County BAC - 2/10/2020

Open house

- Plymouth Congregational Church - 11/21/2019
- Plymouth Congregational Church – 3/5/2020

Pop up outreach

- Franklin Avenue Open Streets - 8/25/2019
- Franklin Library Transportation Fair - 9/17/2019

CSAH 5 (Franklin Ave) Reconstruction Project

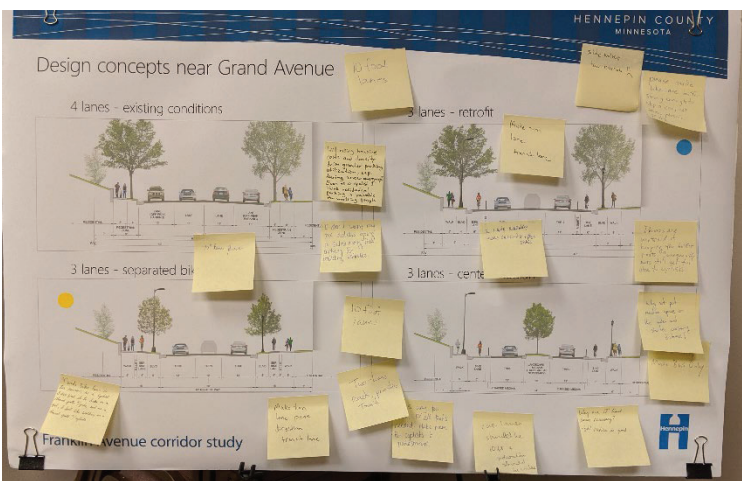
Attachment 10 | Community Engagement Summary

Open houses

Open houses

Franklin Avenue Corridor Study Open House – November 2019

Comments during the November 21st open house were collected in three ways. Attendees could place colored dots related to specific modes of travel, and post-it note comments on an existing conditions roll plot map of the corridor and on boards with proposed cross sections. Attendees also spoke directly with county and city staff in attendance.



Board from Open House

Franklin Avenue Corridor Study Open House – March 2020

During the March open house, staff shared several options for corridor concepts which included a three-lane roadway, an improved pedestrian realm, and variations for on and off-street bicycle facilities. Attendees shared their comments directly with staff and via a written comment form.

Key takeaways from open houses

Walking and rolling

- Dots noting pedestrian and bicycle concerns were placed at nearly every intersection along the corridor
- Community members noted that they'd like to see the following:
 - ADA compliant sidewalks, free of obstructions
 - More safe places to cross (people are often seen running across the street mid-block)
 - Bumpouts
 - Shorter crossing distances

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 10 | Community Engagement Summary

Open houses

Biking

- General support for including some type of bicycle facility
- Desire for physical separation of bicycle facilities, preferably off-street. Comments included notes about barrier types (i.e. something stronger than plastic delineators).
- Little support for bike/bus mixing zone, though some comments support it

Driving

- Support for traffic calming:
 - 4-3 conversion
 - Raised crosswalks
 - Slower speeds
 - Narrow lanes to 10 ft
- Discussion about adding dedicated left turn lanes at intersections, versus removing the turn lanes to re-allocate space to bikes/peds/transit
- Turning onto Franklin and exiting driveways is an existing challenge
- Driver frustration and poor driver behavior adds to safety concerns along Franklin:
 - Speeding to make it through lights
 - Difficulty in making left turns
 - Weaving in and out of lane
 - Unaware of people walking and biking along the corridor
- Desired changes at signal:
 - Add left turn arrows
 - Increase walk time for people crossing
 - 'No turn on red' across corridor is needed

Miscellaneous

- Placemaking as a cultural corridor east of 35W
- General safety concerns not related to roadway
- Community members want a predictable roadway, so they know where to expect people walking and biking

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 10 | Community Engagement Summary

Additional engagement activities

Additional engagement activities

Franklin Avenue Wikimap comments

Wikimap comments are combined from several sources; open streets, community advisory group meetings and general public access to the Wikimap webpage. Two hundred and sixty-nine comments were collected while the wikimap was live from fall 2019 to spring 2020.

Franklin Avenue wikimap



The following maps summarize the over 260 comments received and imputed as part of the Wikimapping engagement effort. The maps break down the comments in three different ways.

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 11 | Socio-Economic Access Map



Key

- Project Location

Resource Category

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

Arterial BRT Services

- Future E Line

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.

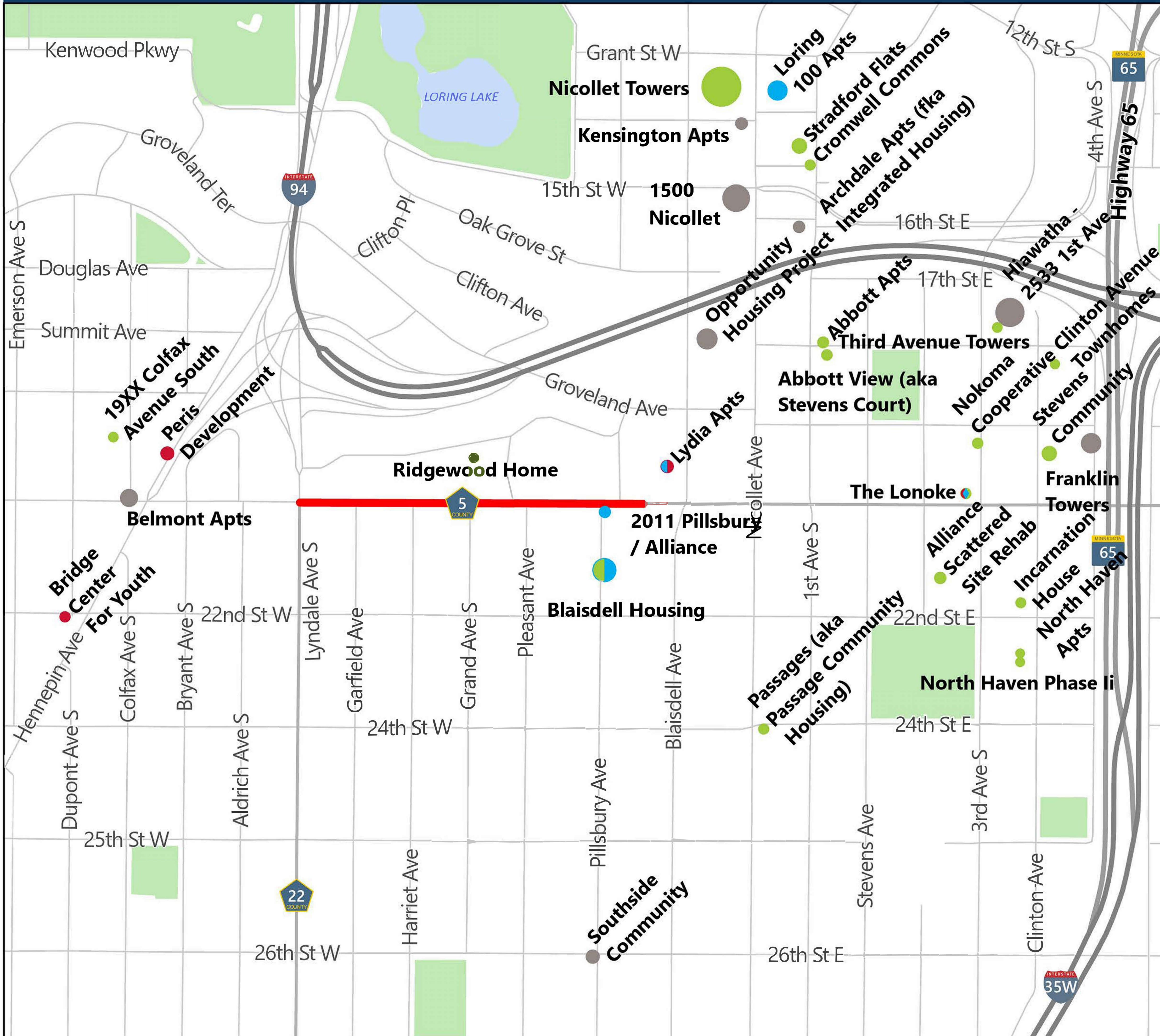
Published date: 3/17/2022



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 12 | Affordable Housing Access Map and Detail Summary

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location

Population Served

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

Affordable Units

- 1-4
- 5-104
- 105-204
- 205-306

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: 2/16/2022



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 12: 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
Clinton Avenue Townhomes (fka 18th & Clinton)	8	8	8	0	0	0	0	4	3	1
Loring 100 Apts	107	107	107	0	0	0	107	0	0	0
Stevens Community	59	59	59	0	0	0	56	3	0	0
Alliance Scattered Site Rehab	30	29	17	12	0	16	3	4	6	0
Bridge Center For Youth	19	18	18	0	0	18	0	0	0	0
Archdale Apts (fka Integrated Housing)	30	30	30	0	0	26	4	0	0	0
Abbott View (aka Stevens Court)	21	20	20	0	0	0	18	2	0	0

CSAH 5 (Franklin Ave) Reconstruction Project
 Attachment 12: 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
Incarnation House	19	15	15	0	0	0	11	4	0	0
Passages (aka Passage Community)	17	17	17	0	0	0	3	7	7	0
Alliance Stabilization, Phase Iii	12	12	0	0	0	0	0	0	0	0
Cromwell Commons	18	17	0	0	0	10	7	0	0	0
Opportunity Housing Project Aka: Lamoreaux	117	116	59	57	0	115	1	0	0	0
Stradford Flats	62	62	4	0	0	25	36	1	0	0
The Lonoke (fka 1926 - 3rd Ave S)	19	19	10	9	0	0	19	0	0	0

CSAH 5 (Franklin Ave) Reconstruction Project
 Attachment 12: 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
Blaisdell Housing	151	150	0	68	0	8	113	29	0	0
North Haven Apts	4	4	0	0	0	0	0	0	3	1
2011 Pillsbury / Alliance	27	27	20	7	0	27	0	0	0	0
Nokoma Cooperative	19	19	0	0	0	0	19	0	0	0
Nicollet Towers	306	306	0	306	0	0	221	83	2	0
Hiawatha - 2533 1st Ave	42	42	42	0	0	0	42	0	0	0
Southside Community	48	48	4	44	0	2	1	33	12	0

CSAH 5 (Franklin Ave) Reconstruction Project
 Attachment 12: 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
North Haven Phase ii	5	5	0	5	0	0	1	0	4	0
Ridgewood Home	12	12	0	2	0	12	0	0	0	0
Abbott Apts	123	25	0	25	0	7	18	0	0	0
Kensington Apts	35	34	0	0	0	33	1	0	0	0
Belmont Apts	87	87	0	0	0	50	26	11	0	0
Lydia Apts	78	40	0	40	0	40	0	0	0	0
Franklin Towers	110	110	110	0	0	0	109	1	0	0

CSAH 5 (Franklin Ave) Reconstruction Project
 Attachment 12: 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
Third Avenue Towers	198	198	198	0	0	0	198	0	0	0
1500 Nicollet	183	183	0	37	0	1	43	95	44	0
17XX 3rd Avenue South	16	12	0	0	0	5	7			
19XX Colfax Avenue South	12	12	0	0	0		12			
Peris Development	45	45	15	9	0	34	15	0	0	0

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 13 | StreetLight HCAADT Report

Type of Travel	Zone Name	Average Daily Zone Traffic (Stl Index)	HCAADT to Index Ratio	Estimated HCAADT
Commercial	CSAH 012 & N of S Diamond Lake Rd	4447	0.3165	1400
Commercial	CSAH 032 & S of 68th St	1061	0.3165	335
Commercial	CSAH 152 S of 27th St E	6552	0.3165	2050
Commercial	CSAH 22 S of 25th St W	7719	0.3165	2450
Commercial	CSAH 5 W of Grand Ave	3102	0.3165	980

Example calculation: $4447 * 0.3165 = 1407$

Type of Travel	Zone Name	Average Daily Zone Traffic (Stl Index)	2021 HCAADT	HCAADT to Index Ratio
Commercial	H019	1383	270	0.1952
Commercial	H045	14065	2950	0.2097
Commercial	H052	6362	2750	0.4323
Commercial	H118	1182	330	0.2792
Commercial	H120	9342	750	0.0803
Commercial	H146	3241	770	0.2376
Commercial	H250	6117	500	0.0817
Commercial	H251	4374	2050	0.4687
Commercial	H302	28750	3250	0.1130
Commercial	H313	4877	1300	0.2666
Commercial	H315	3686	920	0.2496
Commercial	H404	1756	890	0.5068
Commercial	H443	5276	2850	0.5402
Commercial	H488	1173	225	0.1918
Commercial	H543	2906	960	0.3304
Commercial	H570	5203	2700	0.5189
Commercial	H571	11760	1450	0.1233
Commercial	H573	6757	6100	0.9028
Commercial	H610	10808	4100	0.3793
Commercial	H637	6878	1600	0.2326
Commercial	H649	2398	600	0.2502
Commercial	H745	8291	3350	0.4041
Commercial	H766	3945	1800	0.4563
Commercial	H807	13018	1900	0.1460

Average ratio **0.3165**

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 14 | Minneapolis Street Lighting Plan

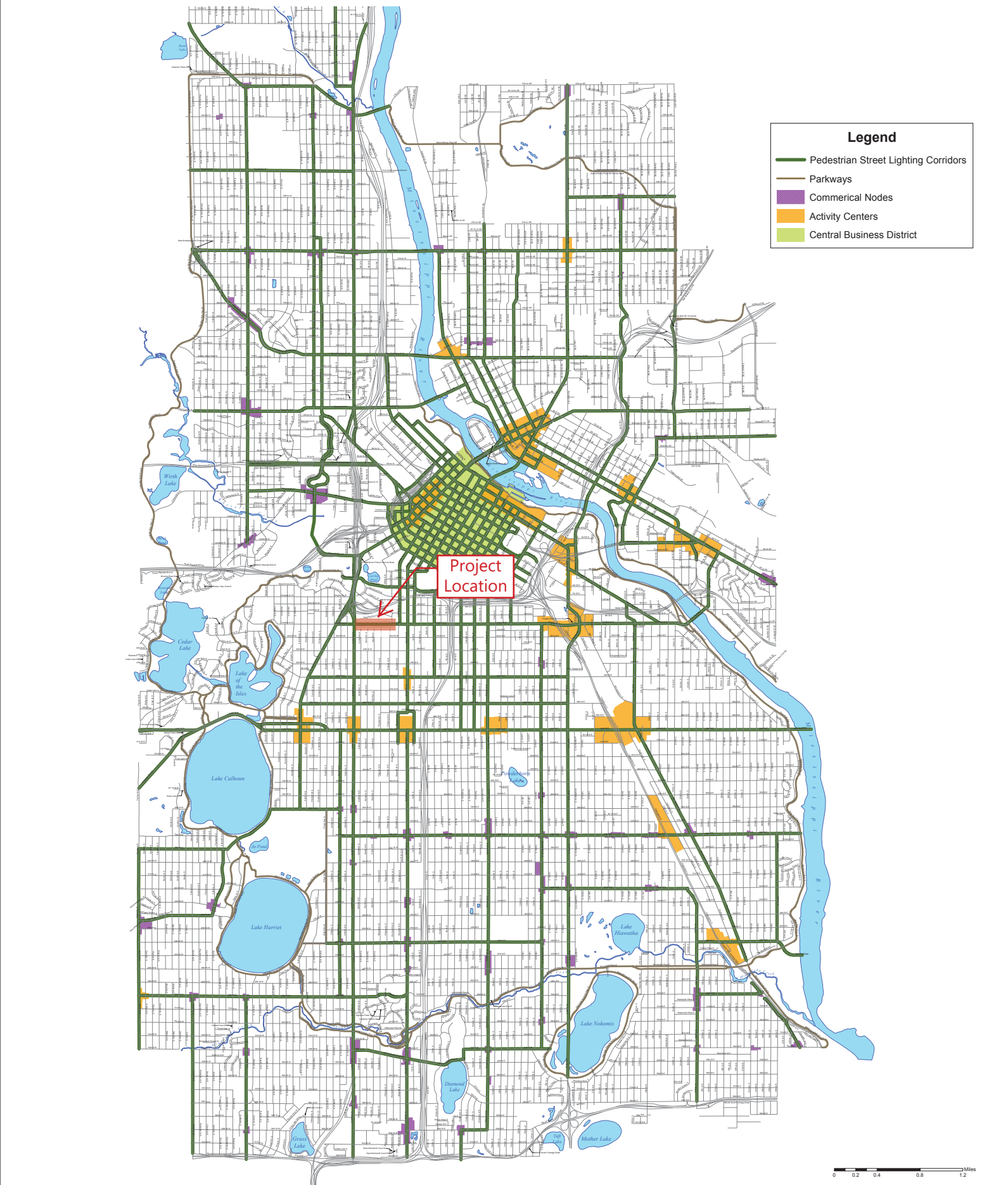
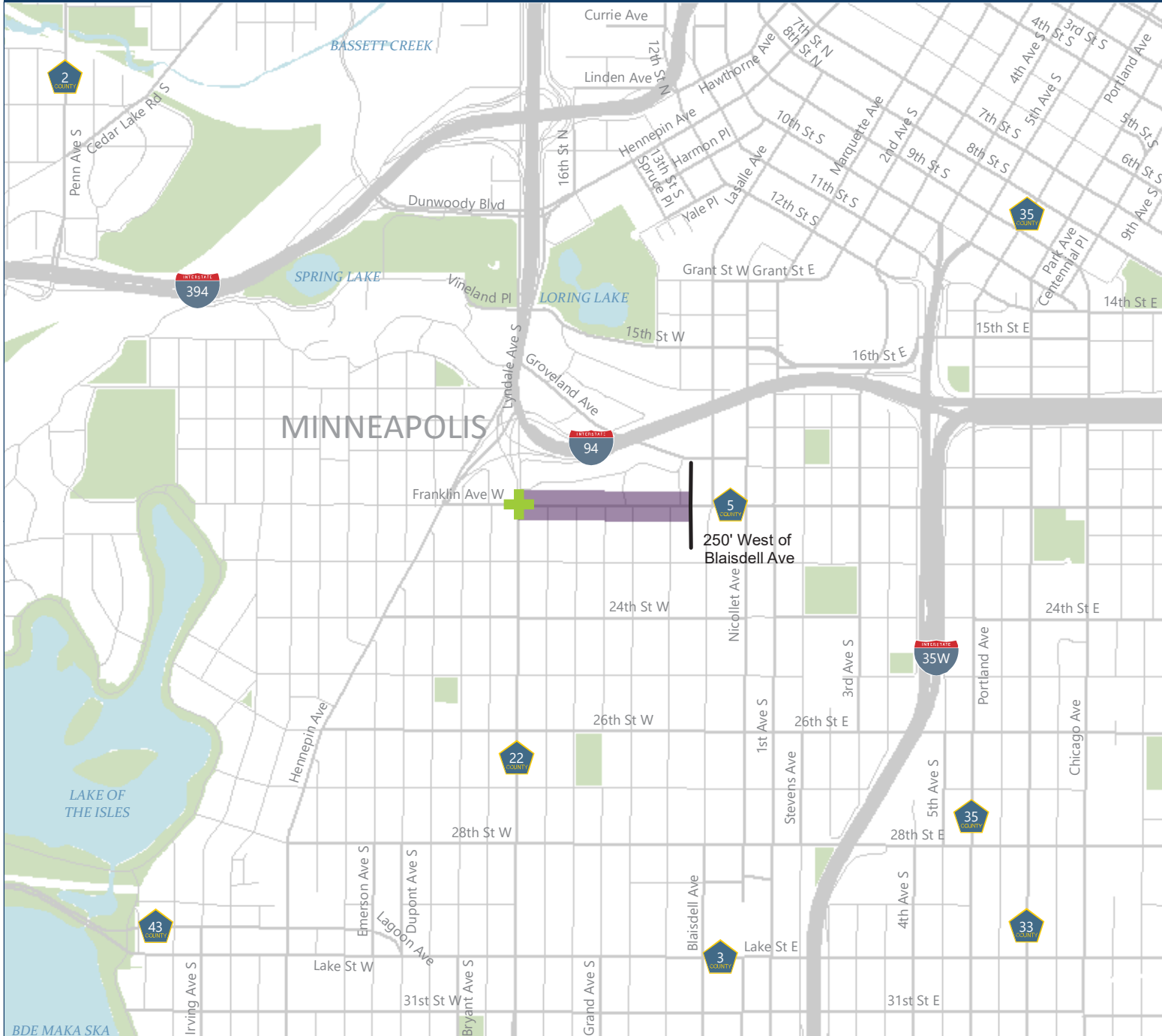


Figure 2: Minneapolis Street Lighting Plan



4/3/2015

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 15 | Crash Map and Detail Listing



Key

-  Crash Analysis Intersection
-  Crash Analysis Segment



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: 1/26/2022



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 15 | Crash Map and Detail Listing

Intersection A | At CSAH 22 (Lyndale Ave) - East Approach Only

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00939907	W FRANKLIN AVE	9	11	2021	12	4	0	1	1	44.96271	-93.2880126
00975816	W FRANKLIN AVE	11	25	2021	3	5	0	2	99	44.96268	-93.2880035
00928434	LYNDALE AVE S	7	15	2021	21	5	0	2		44.96264	-93.2880429
00911327	LYNDALE AVE S	6	10	2021	21	5	0	2		44.96267	-93.2880432
00931542	LYNDALE AVE S	7	31	2021	19	5	0	2		44.96268	-93.2880433
00929478	LYNDALE AVE S	7	20	2021	14	4	0	2	4	44.9627	-93.2880436
00887460	W FRANKLIN AVE	1	31	2021	17	5	0	2		44.96271	-93.2881767
00909982	W FRANKLIN AVE	6	5	2021	9	5	0	2		44.96271	-93.2881688
00967962	W FRANKLIN AVE	10	19	2021	20	4	0	2	1	44.96271	-93.288112
00939704	W FRANKLIN AVE	9	10	2021	11	3	0	3	99	44.96271	-93.2880874
00932546	LYNDALE AVE S	8	6	2021	2	5	0	2		44.96271	-93.2880454
00941860	LYNDALE AVE S	9	21	2021	0	2	0	2	63	44.96275	-93.2880602
00966748	LYNDALE AVE S	10	13	2021	9	5	0	2	70	44.96275	-93.2880618
00872895	LYNDALE AVE S	1	5	2021	7	5	0	2		44.96281	-93.2879975
00843569	W FRANKLIN AVE	9	24	2020	15	4	0	2	99	44.96271	-93.2879701
00764653	W FRANKLIN AVE	11	23	2019	10	4	0	2	1	44.96271	-93.2879496
00775964	W FRANKLIN AVE	12	31	2019	9	5	0	1	71	44.96271	-93.2879578
00818192	W FRANKLIN AVE	7	4	2020	22	3	0	2		44.96271	-93.2879411
00733342	LYNDALE AVE S	7	14	2019	2	5	0	2		44.9626	-93.2880426
00775690	LYNDALE AVE S	12	30	2019	17	5	0	2		44.96262	-93.2880427
00841304	LYNDALE AVE S	9	17	2020	18	5	0	3	99	44.96262	-93.2880428
00734257	LYNDALE AVE S	7	17	2019	17	5	0	2	1	44.96266	-93.2880431
00786370	LYNDALE AVE S	2	9	2020	0	5	0	2	70	44.96267	-93.2880433
00733553	LYNDALE AVE S	7	15	2019	9	5	0	2		44.96269	-93.2880434
00806631	LYNDALE AVE S	4	10	2020	19	5	0	2		44.96269	-93.2880435
00807945	LYNDALE AVE S	4	23	2020	18	3	0	2	1	44.9627	-93.2880436
00817446	LYNDALE AVE S	7	1	2020	17	5	0	2		44.9627	-93.2880436
00835588	LYNDALE AVE S	8	10	2020	18	5	0	2		44.9627	-93.2880436
00866212	LYNDALE AVE S	12	2	2020	14	5	0	2		44.9627	-93.2880436
00729985	W FRANKLIN AVE	6	28	2019	5	5	0	2		44.96271	-93.288145
00848917	W FRANKLIN AVE	10	23	2020	19	4	0	2	99	44.96271	-93.2881453
00809940	W FRANKLIN AVE	5	12	2020	13	5	0	2	10	44.96271	-93.2881131
00676077	LYNDALE AVE S	1	15	2019	0	5	0	2		44.96273	-93.2880531
00817803	LYNDALE AVE S	7	4	2020	0	4	0	2	99	44.96275	-93.2880603
00759353	LYNDALE AVE S	11	3	2019	15	5	0	2	90	44.96272	-93.2880354
00688622	LYNDALE AVE S	2	15	2019	11	3	0	2	74	44.96273	-93.2880311
00690934	LYNDALE AVE S	2	22	2019	23	5	0	2	74	44.96275	-93.2880144
00719052	LYNDALE AVE S	5	10	2019	10	5	0	2		44.96277	-93.2879978
00732133	LYNDALE AVE S	7	8	2019	16	5	0	2		44.96089	-93.2880254
00674353	LYNDALE AVE S	1	6	2019	18	5	0	2		44.96095	-93.2880252
00803485	LYNDALE AVE S	3	11	2020	14	4	0	2		44.96221	-93.2880385
00701897	LYNDALE AVE S	4	5	2019	18	5	0	2		44.96242	-93.2880406
Subtotal:		7									

Note: Crashes highlighted in orange were evaluated as part of Hennepin County's CSAH 22 (Lyndale Ave) Reconstruction Project application.

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 15 | Crash Map and Detail Listing

Segment B I From East of CSAH 22 (Lyndale Ave) to West of Blaisdell Ave

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00907001	W FRANKLIN AVE	5	21	2021	16	3	0	2	99	44.9627	-93.2873147
00681352	W FRANKLIN AVE	1	30	2019	21	5	0	2		44.96271	-93.2875891
00837821	W FRANKLIN AVE	8	29	2020	14	5	0	2	99	44.96271	-93.2875776
00699207	W FRANKLIN AVE	3	21	2019	8	5	0	2	99	44.96271	-93.2875008
00689848	W FRANKLIN AVE	2	20	2019	1	5	0	2		44.9627	-93.2874018
00836902	W FRANKLIN AVE	8	24	2020	2	2	0	2		44.9627	-93.2871986
00768736	W FRANKLIN AVE	12	6	2019	21	4	0	2	99	44.9627	-93.2871134
00775059	W FRANKLIN AVE	12	29	2019	2	5	0	2		44.9627	-93.287119
00860865	W FRANKLIN AVE	11	2	2020	18	5	0	3	68	44.9627	-93.2870485
00800366	W FRANKLIN AVE	2	24	2020	2	3	0	4	70	44.9627	-93.2869067
00755522	W FRANKLIN AVE	10	18	2019	20	4	0	4		44.9627	-93.2865758
00767105	W FRANKLIN AVE	12	1	2019	18	5	0	1	99	44.9627	-93.286052
00802175	W FRANKLIN AVE	3	4	2020	0	5	0	2		44.9627	-93.2859323
00802551	GRAND AVE S	3	5	2020	21	5	0	2		44.96266	-93.2842391
00694332	W FRANKLIN AVE	3	3	2019	16	5	0	2	1	44.96269	-93.2855747
00725771	W FRANKLIN AVE	6	9	2019	10	5	0	2	99	44.96269	-93.2855666
00733318	W FRANKLIN AVE	7	13	2019	22	5	0	3	99	44.96269	-93.2853672
00802403	HARRIET AVE S	3	5	2020	11	5	0	2	2	44.96262	-93.2855605
00839060	HARRIET AVE S	9	4	2020	23	5	0	4	99	44.96265	-93.2855576
00742813	W FRANKLIN AVE	8	26	2019	0	2	0	3		44.9627	-93.2846841
00774457	W FRANKLIN AVE	12	27	2019	2	5	0	4		44.96269	-93.2836602
00872485	PLEASANT AVE S	1	2	2021	17	5	0	3	68	44.96269	-93.2830229
00945070	PLEASANT AVE S	10	5	2021	16	2	0	2	99	44.96267	-93.2830228
00891973	W FRANKLIN AVE	2	20	2021	20	5	0	2	99	44.96269	-93.2832027
00761549	W FRANKLIN AVE	11	11	2019	8	5	0	2	2	44.96269	-93.2830485
00703071	W FRANKLIN AVE	4	11	2019	12	5	0	2	2	44.9627	-93.2830266
00752102	W FRANKLIN AVE	10	4	2019	9	3	0	1	99	44.96269	-93.2829526
00696629	W FRANKLIN AVE	3	9	2019	0	5	0	2		44.96269	-93.2826114
00682791	PLEASANT AVE S	2	4	2019	3	5	0	3	99	44.96262	-93.2830227
00731341	W FRANKLIN AVE	7	3	2019	22	5	0	3	99	44.96269	-93.2825762
00840745	W FRANKLIN AVE	9	14	2020	15	3	0	2	2	44.96269	-93.2813309
00943431	PILLSBURY AVE S	9	28	2021	11	5	0	1	90	44.96269	-93.2808816
00678906	W FRANKLIN AVE	1	25	2019	7	5	0	3	7	44.96269	-93.2808411

Subtotal: 33

Project Total: 40

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

CMF ID: 199

ROAD DIET (CONVERT 4-LANE UNDIVIDED ROAD TO 2-LANES PLUS TURNING LANE)

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: ROADWAY

STUDY: CRASH REDUCTION FACTORS FOR TRAFFIC ENGINEERING AND ITS IMPROVEMENTS, HARKEY ET AL., 2008

Star Quality Rating:  [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 142

Crash Modification Factor (CMF)

Value: 0.71

Adjusted Standard Error: 0.02

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 29 *(This value indicates a decrease in crashes)*

Adjusted Standard Error: 2

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Minor Arterial

Number of Lanes: 4

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Average Traffic Volume:

Time of Day:

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

[VIEW THE FULL STUDY DATA](#)

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.
[EXPORT DETAIL PAGE AS A PDF](#)
For more information, contact Karen Scurry at karen.scurry@dot.gov

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 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

CMF ID: 342

CHANGED PERMITTED TO PERMITTED/PROTECTED ON MINOR APPROACH

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: [SAFETY EFFECTS OF LEFT-TURN PHASING SCHEMES AT HIGH-SPEED INTERSECTIONS, DAVIS AND AUL, 2007](#)

Star Quality Rating:  [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 80

Crash Modification Factor (CMF)

Value: 0.73

Adjusted Standard Error: 0.98

Unadjusted Standard Error: 0.55

Crash Reduction Factor (CRF)

Value: 27 *(This value indicates a decrease in crashes)*

Adjusted Standard Error: 98

Unadjusted Standard Error: 55

Applicability

Crash Type: Angle

Crash Severity: Not specified

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Average Traffic Volume:

Time of Day:

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

3/29/22, 7:00 PM

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 t points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the dataset used for CMF development.

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS A P](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

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 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

CMF ID: 1414

ADD SIGNAL (ADDITIONAL PRIMARY HEAD)

DESCRIPTION:

PRIOR CONDITION: INTERSECTION HAS ONE PRIMARY SIGNAL HEAD PER APPROACH

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: SAFETY BENEFITS OF ADDITIONAL PRIMARY SIGNAL HEADS, FELIPE ET AL., 1998

Star Quality Rating: CANNOT BE RATED (INSUFFICIENT INFORMATION)

Rating Points Total:

Crash Modification Factor (CMF)

Value: 0.72

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 28 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Urban

Traffic Volume:

Average Traffic Volume:

Time of Day:

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

3/29/22, 7:22 PM

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	Richmond, British Columbia
State:	
Country:	Canada
Type of Methodology Used:	2
Sample Size (sites):	8 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	The authors state that "three year of data were used for this analysis" (p. 7). This statement does not indicate if the before period was 3 years, the after period was 3 years, both were 3 years, or the total time period was 3 years (i.e. 1.5 years for before and 1.5 years for after period).

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS A PDF](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

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 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

CMF ID: 3034

INSTALL RAISED MEDIAN

DESCRIPTION:

PRIOR CONDITION: NO RAISED MEDIAN

CATEGORY: ACCESS MANAGEMENT

STUDY: [ANALYZING RAISED MEDIAN SAFETY IMPACTS USING BAYESIAN METHODS, SCHULTZ ET AL., 2011](#)

Star Quality Rating:  [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 35

Crash Modification Factor (CMF)

Value: 0.61

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 39 *(This value indicates a decrease in crashes)*

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type: Divided by Median

Speed Limit:

Area Type:

Traffic Volume: Minimum of 10000 to Maximum of 55000 Average Daily Traffic (ADT)

Average Traffic Volume:

Time of Day: All

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

3/30/22, 4:38 PM

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	
State:	UT
Country:	USA
Type of Methodology Used:	2
Sample Size (site-years):	32 site-years before, 28 site-years after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-15-2011
Comments:	The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 t points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the dataset used for CMF development.

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS A P](#)

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

For more information, contact Karen Scurry at karen.scurry@dot.gov

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 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

CMF ID: 7998

INSTALL LEFT-TURN LANE

DESCRIPTION:

PRIOR CONDITION: INTERSECTIONS WITHOUT LEFT TURN LANES

CATEGORY: INTERSECTION GEOMETRY

STUDY: [SAFETY EVALUATION OF SIGNAL INSTALLATION WITH AND WITHOUT LEFT TURN LANES ON TWO LANE ROADS IN RURAL AND SUBURBAN AREAS, SRINIVASAN ET AL., 2](#)

Star Quality Rating:  [\[VIEW SCORE DETAILS\]](#)

Rating Points Total: 105

Crash Modification Factor (CMF)

Value: 0.876

Adjusted Standard Error:

Unadjusted Standard Error: 0.066

Crash Reduction Factor (CRF)

Value: 12.4 *(This value indicates a decrease in crashes)*

Adjusted Standard Error:

Unadjusted Standard Error: 6.6

Applicability

Crash Type: All

Crash Severity: All

Roadway Types: Not specified

Number of Lanes: 2

Road Division Type:

Speed Limit:

Area Type: All

Traffic Volume:

Average Traffic Volume:

Time of Day: All

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 16 | Crash Modification Factors

3/29/22, 6:50 PM

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	Not specified
Major Road Traffic Volume:	Minimum of 1360 to Maximum of 18248 Annual Av
Intersection Geometry: or Road Traffic Volume:	3-leg,4-leg Minimum of 746 to Maximum of 13880 Annual Ave
Traffic Control: Average Major Road Volume :	Signalized 8323 Annual Average Daily Traffic (AADT)
Ma	verage Daily Traffic (AADT)
Min	verage Daily Traffic (AADT)
Avera	
Average Minor Road Volume :	4188 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	2
Sample Size (crashes):	2368 crashes before, 1415 crashes after
Sample Size (sites):	117 sites before, 117 sites after
Sample Size (site-years):	576 site-years before, 559 site-years after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-10-2016
Comments:	The CMF was developed for both rural and suburban areas. The number of crashes in the after period were not reported, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following number of miles/sites in the reference/treatment group, (2) number of crashes in the reference/treatment group, (3) AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

[VIEW THE FULL STUDY DATA](#)

[EXPORT DETAIL PAGE AS A PDF](#)

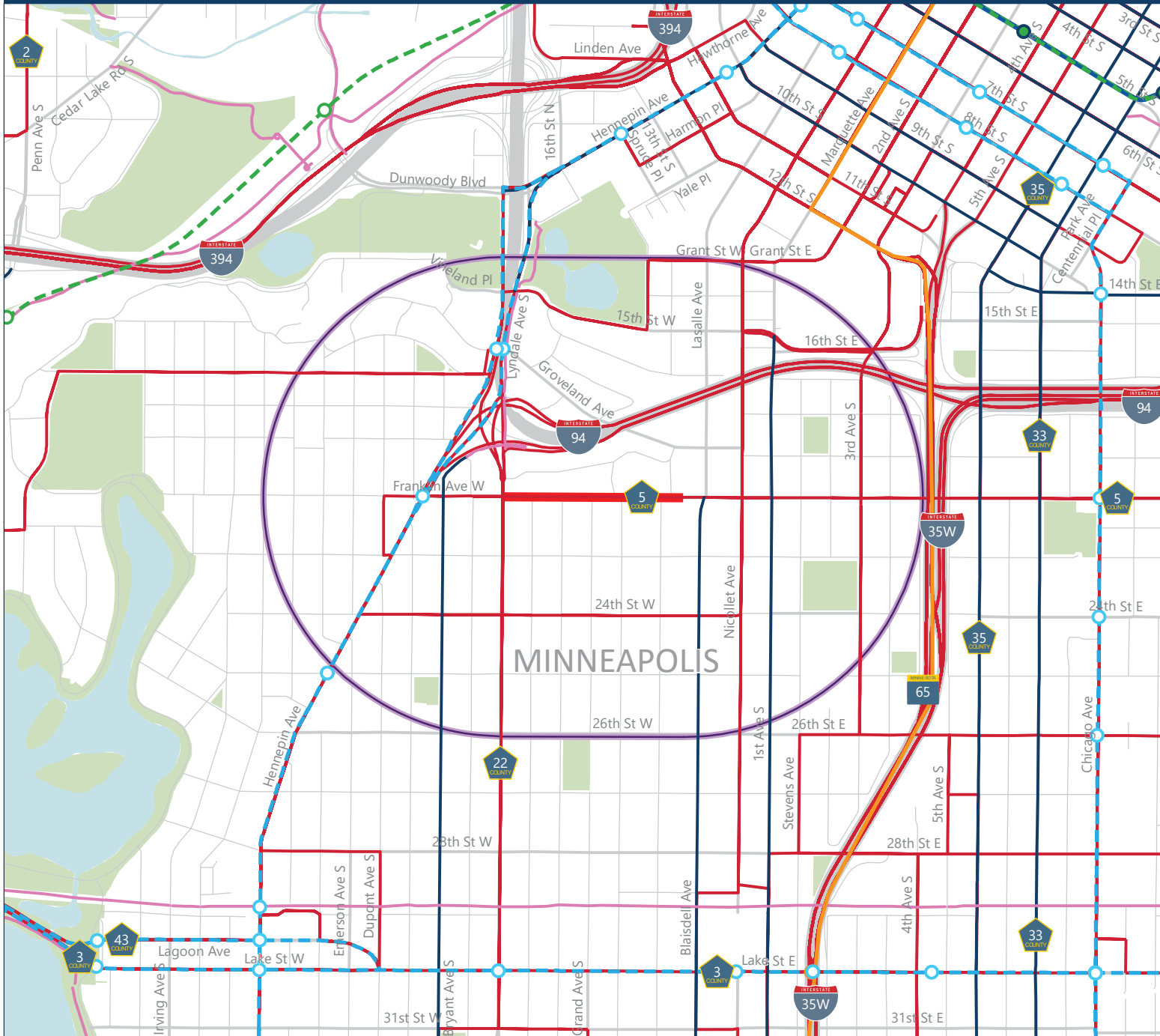
This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

For more information, contact Karen Scurry at karen.scurry@dot.gov

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 5 (Franklin Ave) Reconstruction Project

Attachment 17 | Multimodal Connections Map



Key

- Project location
- 1/2 Mi Buffer
- Transitway Stations**
- Arterial BRT
- Green Line / Ext
- Orange Line
- Blue / Green Line
- Transitway Alignments**
- Arterial BRT
- Orange Line BRT
- Blue / Green Line LRT
- Planned Arterial BRT
- Planned Green Line LRT
- Bikeways**
- Off-Street
- On-Street
- Transit Routes



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: 3/23/2022





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 24TH St

Multiuse Trail and Bicycle Facilities

- *Marshall St NE (CSAH 23) Bikeway: 3rd 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: 3rd 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