Application

17072 - 2022 Roadway Expansion

17597 - Brooklyn Park - Hennepin CSAH 30 from Xylon Ave to CSAH 103

Regional Solicitation - Roadways Including Multimodal Elements

| | |
|---|---|
| Status: | Submitted |
| Submitted Date: | 04/14/2022 10:51 AM |

## Primary Contact

| | | | | |
|---|---|---|---|---|
| **Name:*** | | Jeff | | Holstein |
| | Pronouns | First Name | Middle Name | Last Name |
| **Title:** | City Transportation Engineer | | | |
| **Department:** | | | | |
| **Email:** | jeff.holstein@brooklynpark.org | | | |
| **Address:** | 5200 85th Avenue North | | | |
| * | Brooklyn Park | Minnesota | 55443 | |
| | City | State/Province | Postal Code/Zip | |
| **Phone:*** | 763-493-8102 | | | |
| | Phone | | Ext. | |
| **Fax:** | | | | |
| **What Grant Programs are you most interested in?** | Regional Solicitation - Roadways Including Multimodal Elements | | | |

## Organization Information

| | |
|---|---|
| **Name:** | BROOKLYN PARK, CITY OF |

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** 5200 85TH AVE N

| * | BROOKLYN PARK | Minnesota | 55443 |
|---|---|---|---|
| | City | State/Province | Postal Code/Zip |

**County:** Hennepin

**Phone:*** 763-493-8185 Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000020926A1

## Project Information

**Project Name** Hennepin CSAH 30 from Xylon Ave to CSAH 103

**Primary County where the Project is Located** Hennepin

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

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

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

The roadway section proposed for capacity improvement is CSAH 30 (93rd Avenue N) from Xylon Avenue to CSAH 103 (W. Broadway Avenue) in the City of Brooklyn Park. CSAH 30 is an important A-minor arterial serving local and regional travelers in the northwest metro. While CSAH 30 provides many local connections to residential, business, shopping, and recreational destinations, it also provides vital connections to regional transportation corridors including Highway 169, County Road 81, I-94, and Highway 610. CSAH 30 also serves as a Reliever to the already congested TH 610 corridor.

The project area involves a short segment of existing two lane rural roadway that is bookended by safety and capacity improvements recently constructed at the Highway 169/CSAH 30 interchange and programmed along CSAH 103 (W Broadway Avenue) and include intersection capacity improvements at Winnetka Avenue. The planned improvements along CSAH 103 (W. Broadway Avenue) are associated with the future Metro Blue Line Extension/Bottineau Light Rail Transit (BLRT) corridor, which will expand transit services in the study area, surrounding communities, and across the Twin Cities.

Over the past decade, land use surrounding the project area has experienced rapid transition from rural/agricultural and residential uses to a densely developed and diverse area featuring light industrial, office/commercial, institutional, and residential development. As a result, travel demand and safety concerns have accelerated and the City of Brooklyn Park and Hennepin County have recognized the need for transportation improvements now.

In addition to extending the four-lane divided typical section east from the Highway 169 interchange to CSAH 103 (W. Broadway Avenue), the project will replace the temporary traffic signal at Winnetka Avenue with a permanent fully-actuated signal, improve pavement conditions, improved urban drainage, and add off-road trail facilities along the corridor that will tie into existing trail facilities, filling a noted gap. These trail connections will help promote non-motorized travel to the proposed BLRT Station along CSAH 103 at 93rd Avenue and are consistent with the County and City plans and policies.

The project supports the Metro Blue Line LRT Extension goals of improving pedestrian, bicycle, and shared ride connections throughout the region's northwest communities. Collaborative efforts in pursuit of these goals extend back more than a decade and include Brooklyn Park, one of four partner communities within the project limits, Hennepin County, MnDOT, the Counties Transit Improvement Board, and the Federal Transit Administration in addition to numerous private partners.

*(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 30, BROOKLYN PARK, FROM XYLON AVE TO CSAH 103, UPGRADE TO A 4-LANE ROADWAY, SIGNAL, TRAIL, ADA

*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)**

0.3

*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**

$2,521,600.00

**Match Amount** $630,400.00

*Minimum of 20% of project total*

**Project Total** $3,152,000.00

*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** City of Brooklyn Park, Hennepin County, State Aid Funds

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

### Preferred Program Year

**Select one:** 2026, 2027

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

**Additional Program Years:** 2024, 2025

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

## Project Information-Roadways

**County, City, or Lead Agency** Brooklyn Park

**Functional Class of Road** A-Minor Reliever

**Road System** CSAH

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

**Road/Route No.** 30

*i.e., 53 for CSAH 53*

**Name of Road** 93rd Avenue N

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55445

**(Approximate) Begin Construction Date** 04/01/2026

**(Approximate) End Construction Date** 12/31/2026

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

**From:**
**(Intersection or Address)** Xylon Avenue N

**To:**
**(Intersection or Address)** CSAH 103 (W Broadway Avenue)

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

**Miles of Sidewalk (nearest 0.1 miles)** 0.1

**Miles of Trail (nearest 0.1 miles)** 0.6

**Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)**

0.6

**Primary Types of Work**

*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.*

GRADE, AGG BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, MEDIAN, SIGNALS, LIGHTING, TRAIL, PED RAMPS

### BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

## Requirements - All Projects

### All Projects

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

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

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

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

Goal A: Transportation System Stewardship.
Objective B: Operate the regional transportation system efficiently and cost-effectively.
Strategy A1. (Pp. 2.2-2.4)
Goal B: Safety & Security.
Objective A: Reduce fatal and serious injury crashes and improve safety and security.
Strategies B1, B3, B4, B6. (Pp. 2.5-2.8).
Goal C: Access to Destinations.
Objective A: Increase availability of multimodal travel options.
Objective B: Increase reliability and predictability for travel.
Objective D: Increase number and share of trips by transit, carpools, bicycling, walking.
Objective E: Improve availability and quality of multimodal travel options for people of all ages and abilities.
Strategies C1, C2, C3, C9, C10, C15, C16, C17. (Pp. 2.9-2.24)
Goal D: Competitive Economy.
Objective B: Invest in multimodal transportation system.
Objective C: Support economic competitiveness through efficient freight movement.
Strategies D1, D3. (Pp.2.26-2.28)
Goal E: Healthy and Equitable Communities.
Objective A: Reduce transportation-related air emissions.
Objective C: Increase availability/attractiveness of transit, bicycling, and walking to encourage active transportation.
Objective D: A transportation system that promotes community cohesion and connectivity for people of all ages and abilities.
Strategies E1, E2, E3, E6. (Pp 2.30-2.34)
Goal F: Leveraging Transportation Investments to Guide Land Use.
Objective C: Encourage land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies F1, F5, F6. (Pp. 2.35-2.38)

*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.*

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

Brooklyn Park Comprehensive Plan (Transportation Chapter) - Section 5.3.12 Recommended (Programmed) Roadway Improvements, references the expansion of 93rd Avenue (CSAH 30) to a four-lane divided urban roadway (page 5-19).

Brooklyn Park's 2022-2026 Capital Improvement Program (CIP) includes the CSAH 30 (93rd Avenue) reconstruction from Xylon Avenue to West Broadway Avenue/CSAH 103 (page 115)
Hennepin County 2021-2025 Capital Improvement Program includes the CSAH 30 Xylon Avenue to east of Winnetka Avenue (near CSAH 103) improvements (pages 38-39)

Hennepin County's Bicycle Transportation Plan includes planned off-street bike facilities along the CSAH 30 (93rd Avenue) corridor between CSAH's 61 and 12 through the Osseo and Brooklyn Park communities (page xvi & 36).

The City of Brooklyn Park's Pedestrian & Bicycle Plan also lists 93rd Avenue N. as having a proposed off-road trail/shared use path within the project area. The area is also listed as a barrier to people walking and biking and is a route that people would take if improved after performing public engagement during the plan development.The plan ultimately recommends new shared-use path on both sides of the roadway within the project area (pages 33, 38, 43, 45, 48, 71-73).

*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:** 12/31/2018

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

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

**Date self-evaluation completed:**

**Link to plan:**

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

*Upload as PDF*

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

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

*11.The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017. Unique projects are exempt from this qualifying requirement.*

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

*12.The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.*

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

*13.The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.*

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

*14.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.*

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

## 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 MnDOTs 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.**

## Requirements - Roadways Including Multimodal Elements

## Specific Roadway Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Mobilization (approx. 5% of total cost) | $146,000.00 |
| Removals (approx. 5% of total cost) | $183,000.00 |
| Roadway (grading, borrow, etc.) | $427,000.00 |
| Roadway (aggregates and paving) | $640,000.00 |
| Subgrade Correction (muck) | $7,000.00 |
| Storm Sewer | $504,000.00 |
| Ponds | $0.00 |
| Concrete Items (curb & gutter, sidewalks, median barriers) | $292,000.00 |
| Traffic Control | $52,000.00 |
| Striping | $27,000.00 |
| Signing | $12,000.00 |
| Lighting | $0.00 |
| Turf - Erosion & Landscaping | $84,000.00 |
| Bridge | $0.00 |
| Retaining Walls | $0.00 |
| Noise Wall (not calculated in cost effectiveness measure) | $0.00 |
| Traffic Signals | $613,000.00 |
| Wetland Mitigation | $0.00 |
| Other Natural and Cultural Resource Protection | $0.00 |
| RR Crossing | $0.00 |
| Roadway Contingencies | $0.00 |
| Other Roadway Elements | $42,000.00 |

| | |
|---|---|
| **Totals** | **$3,029,000.00** |

## Specific Bicycle and Pedestrian Elements

| CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES | Cost |
|---|---|
| Path/Trail Construction | $93,000.00 |
| Sidewalk Construction | $0.00 |
| On-Street Bicycle Facility Construction | $0.00 |
| Right-of-Way | $0.00 |
| Pedestrian Curb Ramps (ADA) | $30,000.00 |
| Crossing Aids (e.g., Audible Pedestrian Signals, HAWK) | $0.00 |
| Pedestrian-scale Lighting | $0.00 |
| Streetscaping | $0.00 |
| Wayfinding | $0.00 |
| Bicycle and Pedestrian Contingencies | $0.00 |
| Other Bicycle and Pedestrian Elements | $0.00 |
| **Totals** | **$123,000.00** |

## 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** | $3,152,000.00 |
| **Construction Cost Total** | $3,152,000.00 |
| **Transit Operating Cost Total** | $0.00 |

## Congestion within Project Area:

*The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to fee-flow conditions.*

| | |
|---|---|
| **Free-Flow Travel Speed:** | 36 |
| **Peak Hour Travel Speed:** | 30 |
| **Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:** | 16.67% |
| **Upload Level of Congestion map:** | 1649858877944_CSAH30_LvlofCongestion.pdf |

## Congestion on adjacent Parallel Routes:

| | |
|---|---|
| **Adjacent Parallel Corridor** | CSAH 109 (85th Ave) |

### Adjacent Parallel Corridor Start and End Points:

| | |
|---|---|
| **Start Point:** | Wyoming Ave |
| **End Point:** | CSAH 103 |
| **Free-Flow Travel Speed:** | 40 |

*The Free-Flow Travel Speed is black number.*

| | |
|---|---|
| **Peak Hour Travel Speed:** | 28 |

*The Peak Hour Travel Speed is red number.*

| | |
|---|---|
| **Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:** | 30.0% |
| **Upload Level of Congestion Map:** | 1649858877923_CSAH30_LvlofCongestion_parallel.pdf |

## Principal Arterial Intersection Conversion Study:

**Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:**

*(80 Points)*

**Proposed at-grade project that reduces delay at a Medium Priority Intersection:**

*(60 Points)*

**Proposed at-grade project that reduces delay at a Low Priority Intersection:**

*(50 Points)*

**Proposed interchange project that reduces delay at a Medium Priority Intersection:**

*(40 Points)*

**Proposed interchange project that reduces delay at a Low Priority Intersection:**

*(0 Points)*

**Not listed as a priority in the study:** Yes

*(0 Points)*

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

**Existing Employment within 1 Mile:** 8127

**Existing Manufacturing/Distribution-Related Employment within 1 Mile:** 3029

**Existing Post-Secondary Students within 1 Mile:** 0

**Upload Map** 1649858916934_CSAH30_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:** 0.3

*(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 30 at Winnetka Ave |
| **Current AADT Volume** | 10000 |
| **Existing Transit Routes on the Project** | 724 |

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

| | |
|---|---|
| **Upload Transit Connections Map** | 1649859490903_CSAH30_Transit.pdf |

*Please upload attachment in PDF form.*

## Response: Current Daily Person Throughput

| | |
|---|---|
| **Average Annual Daily Transit Ridership** | 0 |
| **Current Daily Person Throughput** | 13000.0 |

## Measure B: 2040 Forecast ADT

| | |
|---|---|
| **Use Metropolitan Council model to determine forecast (2040) ADT volume** | Yes |
| **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** | |
| **Forecast (2040) ADT volume** | |

## 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:*

**Response:**

With all major transportation projects, the City of Brooklyn Park and Hennepin County conduct robust public engagement, with an emphasis on reaching underrepresented populations, including black, indigenous, people of color (BIPoC), low-income individuals, persons with disabilities, youth, older adults, and residents in affordable housing. Additionally, increased equity is one of the six identified goal areas outlined in the City's BP 2025 Community Plan. This includes creating a transportation system that allows for all residents regardless of ability to safely access multiple forms of transportation. For the proposed CSAH 30 (93rd Avenue N.) expansion project, the city and county have collaborated with residents, business owners, and commuters. Throughout the project development, several public meetings at accessible locations have been conducted. Several of these meetings have been in coordination with the planned Metro Blue Line Extension LRT project that is planned along CSAH 103 (W Broadway Avenue), which includes the 93rd Avenue transit station. Open House meetings were held in Spring of 2018. Additional outreach efforts include the use of social media, electronic newsletters/email lists, and project website to alert the public of upcoming meetings.

Brooklyn Park held several community engagement events as part of their 2040 Comprehensive Plan, which identified a number of transportation improvements (including CSAH 30). Included engagement in the form of public hearings, open Planning Commission meetings, community open house, comment periods and council meetings.

The project corridor serves affordable housing, low-income, disabled, youth, and elderly populations; assisted or senior living centers; educational centers; and multiple places of worship. The proposed project is located in a census tract with a

population of 48.5 percent that identifies as BIPOC, and 9.2 percent of the population was considered impoverished. The study area is also located within a Regional Environmental Justice Area. In line with the City of Brooklyn Park and Hennepin County's public engagement policies, special consideration and accommodations will continue to be provided to individuals of underrepresented populations so that they are encouraged and able to provide informed feedback during future public engagement processes.

The CSAH 30 (93rd Avenue N.) reconstruction project is mentioned in and supported by the Brooklyn Park Comprehensive Plan, Capital Improvement Plan, and Pedestrian & Bicycle Plan, as well as the Hennepin County Bike System Plan, and County Capital Improvement Program. Public meetings and comments were considered during development of all these plans which were gathered through an array of engagement opportunities.

*(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.*

**Response:**

The existing non-motorized facilities along CSAH 30 (93rd Avenue N.) are discontinuous, making travel difficult and unsafe for the most vulnerable travelers, including those with disabilities. The proposed project will directly benefit equity populations through improvements in multimodal transportation facilities. All trail/sidewalk updates will be ADA-compliant facilities to serve limited mobility populations who rely on updated trails and sidewalks to use available multimodal transportation options safely and fully. The project will close a gap in the non-motorized transportation system as there are currently limited facilities along CSAH 30 (93rd Avenue N.) between the Highway 169 interchange and Winnetka Avenue and no facilities from Winnetka Avenue to CSAH 103 (W. Broadway Avenue). The proposed improvements along CSAH 30 (93rd Avenue N.) include a 10-foot trail along both sides of the roadway. Proposed facilities will be separated from the roadway by an 8-foot buffer and curb to improve safety for all users and expand opportunities for low-cost and active modes of transportation, all of which provide various economic and health benefits. The city's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations. The County's Complete Streets Policy has similar goals.

All intersections within the study corridor will be updated with ADA-compliant pedestrian ramps, countdown timers, APS push buttons, and high visibility durable pavement markings to improve visibility of pedestrians particularly vulnerable travelers.

The project area is situated within a densely developed light industrial area, which has a high concentration of employment opportunities ranging from manufacturing, warehousing, office, and

research businesses. These businesses currently employ more than 500 individuals and provide important employment opportunities for equity populations living in the area. Improving access to this area via vehicle and non-motorized modes will provide additional options for getting to and from the area, directly benefiting equity populations (residents and workers) in Brooklyn Park and the region.

The project will not impose adverse health or environmental effects on equity populations. Project construction will incorporate proper noise, dust, and traffic mitigation as well as planned detour routes consistent with adopted city and county policies. The project requires no relocation of residences or businesses.

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

## Measure C: Affordable Housing Access

*Describe any affordable housing developmentsexisting, under construction, or plannedwithin 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.*

**Response:**

Land uses within a ½-mile radius of the project area primarily consist of manufacturing, light industrial, commercial, and institutional (church) developments. As such, affordable housing served by the project but outside of the ½ mile area should be considered as access to high quality employment is key to economic security for all populations.

According to Met Council data presented in the Brooklyn Park Comprehensive Plan, the majority of houses in the community are affordable at 80% AMI or below. The Comp Plan also includes Station Area Planning details for the Metro Blue Line Extension LRT (often referred to as Bottineau LRT), which includes a station at 93rd Avenue N. (CSAH 30), which is within ½ mile of the proposed roadway improvements. The 93rd Avenue Station Area Plan acknowledges the area is already a developed key employment hub with the primary initiatives of the station area plan focused on improving pedestrian connections from the station to the business park and incentivizing future transit-oriented development in new or redevelopment areas that will develop within a 10-minute walk of the station. The pedestrian improvements implemented as part of the CSAH 30 (93rd Avenue N.) project will provide direct access from the future Blue Line Extension LRT station to the business park developments and current and future employment opportunities.

A group living center business (Genesis Group Homes) is located adjacent to CSAH 30 (93rd Avenue N.). This business offers residential care to developmentally and intellectually disabled individuals in stable and well-supervised residential homes located throughout the northwest metro of the Twin Cities.

Within one-mile of the project area, there is Benedictine Living Community-Osseo (assisted living facility), Tradition Independent and Assisted Living, and Maplebrook Townhomes (50% AMI - naturally occurring affordable housing). There are six additional places of worship within a mile of the CSAH 30 (93rd Avenue N.) project study area.

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

## Measure D: BONUS POINTS

| | |
|---|---|
| **Project is located in an Area of Concentrated Poverty:** | |
| **Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):** | Yes |
| **Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):** | |
| **Upload the Socio-Economic Conditions map used for this measure.** | 1649859651258_CSAH30_SocioEconomic.pdf |

## Measure A: Infrastructure Age

| Year of Original Roadway Construction or Most Recent Reconstruction | Segment Length | Calculation | Calculation 2 |
|---|---|---|---|
| 1951.0 | 0.3 | 585.3 | 1951.0 |
| | **0** | **585** | **1951** |

## Average Construction Year

| | |
|---|---|
| **Weighted Year** | 1951.0 |

## Total Segment Length (Miles)

| | |
|---|---|
| **Total Segment Length** | 0.3 |

## 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 |
|---|---|---|---|---|---|---|---|---|
| 31.0 | 10.0 | 21.0 | 1734 | 1734 | 36414.0 | 36414.0 | N/A | 1649864643425_CSAH 30_OpsEmissions_packaged.pdf |
| | | | | | | **36414** | | |

## Vehicle Delay Reduced

| | |
|---|---|
| **Total Peak Hour Delay Reduced** | 36414.0 |
| **Total Peak Hour Delay Reduced** | 36414.0 |

## 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): |
|---|---|---|
| 3.65 | 2.48 | 1.17 |
| **4** | **2** | **1** |

## Total

| | |
|---|---|
| **Total Emissions Reduced:** | 1.17 |
| **Upload Synchro Report** | 1649864748669_CSAH 30_OpsEmissions_packaged.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: Benefit of Crash Reduction

| | |
|---|---|
| **Crash Modification Factor Used:** *(Limit 700 Characters; approximately 100 words)* | CMF ID 7569 - Conversion of two-lane undivided to four-lane divided section; CMF ID 4140 - Change Permissive Left to Protected or Flashing Yellow arrow Phasing. |
| **Rationale for Crash Modification Selected:** *(Limit 1400 Characters; approximately 200 words)* | The existing section of CSAH 30 is a rural two-lane undivided roadway. Implementing an expanded section to four-lanes not only adds much need capacity but the additional upgrade to an urban divided section increases safety by providing a buffer area and hard division between opposing directions of traffic as well as decreasing the clear zone requirements on the roadside. Signal improvements to the Winnetka Avenue signal will include flashing yellow arrow phasing on all approaches, providing operation flexibility, and increased safety in comparison to the existing permissive left turn phasing. |
| **Project Benefit ($) from B/C Ratio:** | $2,966,577.00 |
| **Total Fatal (K) Crashes:** | 0 |
| **Total Serious Injury (A) Crashes:** | 0 |
| **Total Non-Motorized Fatal and Serious Injury Crashes:** | 0 |
| **Total Crashes:** | 7 |
| **Total Fatal (K) Crashes Reduced by Project:** | 0 |
| **Total Serious Injury (A) Crashes Reduced by Project:** | 0 |
| **Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:** | 0 |
| **Total Crashes Reduced by Project:** | 2 |
| **Worksheet Attachment** *Please upload attachment in PDF form.* | 1649864921502_CSAH 30 _Safety_packaged.pdf |

## 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.*

Considerable square footage of new light industrial and commercial/office development adjacent to CSAH 30 (93rd Avenue N.) over the past 5-8 years has resulted in substantially higher traffic volumes and pedestrian trips in the study area. In fact, this increase made the CSAH 30 (93rd Avenue N.) corridor one of the fastest growing roadways, in terms of traffic increases, in the city of Brooklyn Park during this time.

Unfortunately, non-motorized accommodations are limited between Xylon Avenue and Winnetka Avenue with only a 6-foot bituminous sidewalk located immediately behind the curb on the southside of CSAH 30 (93rd Avenue N.) and no facilities present between Winnetka Avenue and CSAH 103 (W. Broadway Avenue). This current condition is creating severe concerns for pedestrian/bicycle safety as vehicle counts continue to rise.

**Response:**

The CSAH 30 (93rd Avenue N.) Reconstruction/Strategic Capacity project will close an existing gap in the non-motorized network by constructing a continuous 10-foot ADA-compliant trail along both the north and south sides of the roadway. These trails will connect to existing non-motorized facilities near the Highway 169 interchange and CSAH 103 (W. Broadway Avenue) whereby enhancing the local and regional network of bicycling and pedestrian facilities that will allow non-motorized trips a safe and secure facility for recreational and transportation use.

The proposed multiuse facilities will include 8-foot separation between roadway and trail, which will ensure that CSAH 30's multimodal function, safety, and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons, and high visibility durable pavement

markings. These pedestrian best practices will allow easy access for vulnerable travelers with mobility limitations.

New intersection street lighting will be installed with the traffic signal at the intersection with Winnetka Avenue N. to improve visibility and safety for turning vehicles and pedestrians. The new lighting will be LED for longer life and improved energy efficiency.

Implementing raised center medians along with added capacity and left/right turn lanes at the intersection with Winnetka Avenue N. will provide critical safety improvements to reduce crash risk exposure for pedestrians and bicyclists and improve safety and comfort for all users. These roadway improvements will create more predictable movements for all modes and provide a higher level of visibility, increasing mutual awareness between motorized and non-motorized users.

*(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:**

*(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:** Yes

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

**Response:** 1

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

**Response:**

The CSAH 30 and Winnetka Avenue N. intersection will include increased crossing distances due to the 2-lane to 4-lane expansion along with added left/right turn lanes.

The capacity expansion and added turn lanes will decrease congestion along CSAH 30 (93rd Avenue N.), improve sightlines, improve safety by increasing the existing substandard truck turning radii for both left and right turns and eliminate weaving movements around turning vehicles. The added turn lanes will improve pedestrian safety at the Winnetka Avenue N. intersection. The absence of right turn lanes today contributes to unsafe weaving movements by drivers. Weaving movements decrease both the driver's and the pedestrian's ability to assess a situation and safely cross the street. Right turn lanes will eliminate this risk.

The project will also replace the temporary traffic signal at Winnetka Avenue N. with a permanent signal system. The intersection will be updated with ADA-compliant pedestrian ramps, countdown timers, APS push buttons, high visibility pavement markings, and advanced notice signage to alert vehicles of the pedestrian crossing. These improvements will allow easy access for persons with mobility limitations and improve safety for all users.

*(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 doesnt require much elevation change instead of pedestrian bridge with numerous switchbacks).*

**Response:**

*(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:**

This segment of CSAH 30 (93rd Avenue N.) is currently a two-lane rural, undivided highway. The proposed project will add curb and gutter throughout and a raised center median between Xylon Avenue and CSAH 103 (W. Broadway Avenue). Median breaks will be maintained at the Xylon Avenue, Winnetka Avenue N., CSAH 103 (W. Broadway Avenue) intersections. The proposed raised center median will be designed to discourage mid-block crossings and will restrict mid-block crossings for limited mobility pedestrians. To increase pedestrian safety while crossing CSAH 30 (93rd Avenue N.), the project will instead upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons, and high visibility durable pavement markings. These roadway improvements will create conditions that lead to more predictable movements of pedestrians and bicyclists, increasing safety and eliminating conflict points throughout the corridor. The post construction conditions will provide safe controlled pedestrian crossing opportunities of CSAH 30 approximately every ¼ mile.

*(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.).*

**Response:**

The project will include designated right and left turn lanes at all intersections to decrease congestion, improve sightlines, and eliminate weaving movements around turning vehicles. The current absence of right turn lanes at Winnetka Avenue N. contributes to unsafe weaving movements by drivers on CSAH 30 (93rd Avenue N.).

The project will also provide narrower 11-foot through lanes along CSAH 30 and 2' curb reaction. The narrower lanes may result in slower mainline speeds.

The project will add curb and gutter and a raised center median to the entirety of the corridor outside of the intersections (Xylon Avenue, Winnetka Avenue N., and CSAH 103 (W. Broadway Avenue)). Separating directional traffic with a raised median will improve vehicle and freight traffic flows and substantially decrease the potential for head-on collisions.

The project design provides continuous 10-foot trails on both the north and south sides of the roadway separated by 8-foot landscaped boulevards to provide a safe buffer between vehicles and walkers/bikers. These dedicated pedestrian and bicycle facilities will improve safety by removing non-motorized users from the travel lanes of the highway.

As part of the project, the vertical and horizontal alignment will be improved to enhance sight lines and road visibility. The design will explore opportunities to minimize grade change while tying into existing intersections. The proposed divided four-lane roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility, and mobility in the area.

*(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?*

**Response:**

The existing design, operation, and posted speeds are 40 mph on CSAH 30 (93rd Avenue N) within the study area and will not be changed as a result of this project.

*(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**

**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**

**List the AADT**

***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.)**

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

**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

**If checked, please describe:**

The project is located within a densely populated area of light industrial and commercia land use. Many of these blue-collar jobs create multimodal transit and pedestrian trips on a daily basis. Ebeneezer Community Church is located just east of the project area, as well as a large residential area. Completion of the Metro Blue Line Extension and subsequent 93rd Avenue Station will generate large numbers of pedestrian and bike trips, making these last/first mile connections will be vital to the success and usage of the future light rail line.

*(Limit 1,400 characters; approximately 200 words)*

## Measure A: Multimodal Elements and Existing Connections

**Response:**

The project will provide facilities for safe and secure travel for all users including walking, rolling, and bicycling. Upon project completion, this segment of CSAH 30 (93rd Avenue N.) will have continuous 10-ft wide multiuse trail corridors on both the north and south sides of the roadway which is identified as an RBTN Tier 2 corridor. The trails will safely accommodate two-way directional traffic and be separated from the roadway by curb and gutter and a vegetated boulevard. These separated facilities will enhance CSAH 30's multimodal function, safety, security, and person-throughput for all users.

The project will also address locations identified as deficient in both the city's and county's ADA transition plans. Developments north of CSAH 30 (93rd Avenue N.) and west of Winnetka Avenue N. have sidewalks constructed to the south (towards CSAH 30) that dead end into the grass roadside ditch. The proposed trail along the north side of CSAH 30 will provide needed connections to these facilities. Furthermore, the CSAH 30 and Winnetka Avenue N. intersection will be upgraded with ADA-compliant pedestrian ramps and high visibility signage and durable pavement markings.

The raised center medians and new, longer turn lanes will benefit all users including Transit Route 724 and Bus Stop #56133. The proposed roadway improvements will reduce crashes, create more predictable movements for all modes, and provide a higher level of 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.*

**Response:**

The CSAH 30 (93rd Avenue N.) reconstruction project is mentioned in and supported by a number of local and regional plans including the Brooklyn Park Comprehensive Plan, the city's Capital Improvement Plan, and the Hennepin County Capital Improvement Program (see qualifying requirements for documentation). Public input was considered as part of all these plans which were gathered through an array of engagement opportunities (surveys, open house meetings, city council meeting, county board meetings, etc.).

For the proposed CSAH 30 (93rd Avenue N.) expansion project, the city and county have collaborated with elected officials, policymakers, residents, business owners, and commuters. For properties adjacent to the study corridor, the project team has held meetings with business owners early in the design process to provide them with project information, including why changes to the facility are needed (project purpose and need), what alternatives were considered, and potential impacts of the transportation improvements. Throughout the development of transportation improvements for this area of Brooklyn Park, several public meetings have been conducted including meetings associated with transportation improvements along CSAH 103 (W. Broadway Avenue), such as capacity expansion and development of the Metro Blue Line Extension LRT route that includes the 93rd Avenue transit station. Public Open House meetings were held on March 20, 2018, and April 5, 2018.

Additional outreach efforts have included the use of social media, electronic newsletters/email lists, and project website used to alert the public of upcoming meetings. All of these efforts were put forth to ensure a successful project in the eyes of the community.

Engagement, both online and in-person, was performed during the development of the City Pedestrian and bicycle Plan, published in 2015. The engagement found that residents consider the corridor a barrier to non-motorized travel due to the lack of appropriate facilities and that the route would be used more often if adequate sidewalk and shared-use paths were provided.

*(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%*

Yes

**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.**

*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**

1649948960805_101_Project Layout_8.5x11.pdf

*Please upload attachment in PDF form.*

**Additional Attachments**

1649865851333_220325 County Letter of Support for CSAH 30 (93rd Ave) Strategic Capacity Project.pdf

*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

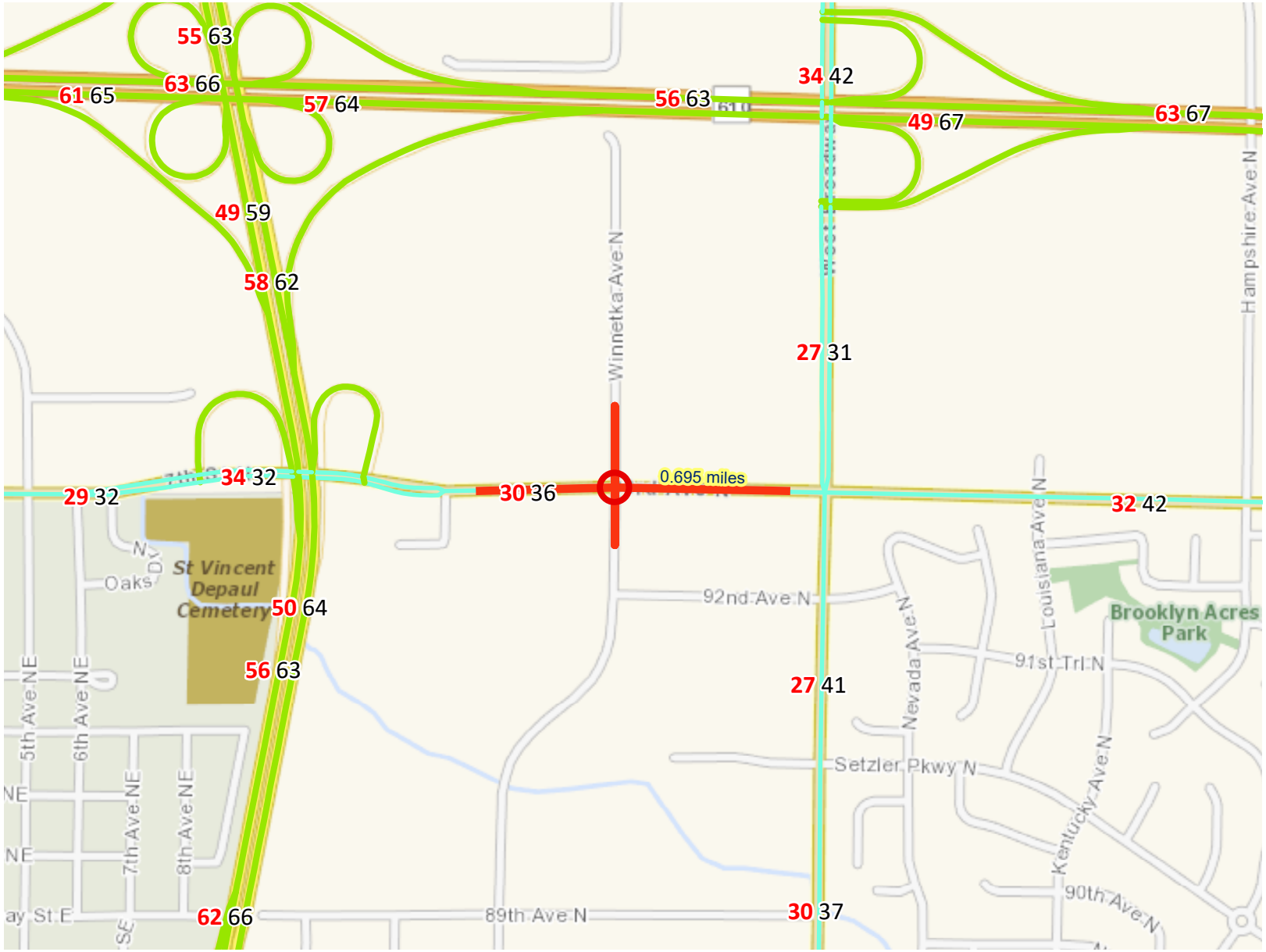
| | |
|---|---|
| **Total Project Cost (entered in Project Cost Form):** | $3,152,000.00 |
| **Enter Amount of the Noise Walls:** | $0.00 |
| **Total Project Cost subtract the amount of the noise walls:** | $3,152,000.00 |
| **Enter amount of any outside, competitive funding:** | $0.00 |
| **Attach documentation of award:** | |
| **Points Awarded in Previous Criteria** | |
| **Cost Effectiveness** | $0.00 |

## Other Attachments

| File Name | Description | File Size |
|---|---|---|
| 160302_Muncipal Consent staff report_complete.pdf | Brooklyn Park Municipal Consent Staff Report | 253 KB |
| 160302_Municipal consent resolutions_signed.pdf | Brooklyn Park Municipal Consent Resolution | 125 KB |
| 220325 County Letter of Support for CSAH 30 (93rd Ave) Strategic Capacity Project.pdf | Hennepin County Letter of Support | 111 KB |
| CSAH 30 Existing Conditions photos.pdf | Existing Conditions Photos | 465 KB |
| CSAH 30 Existing Conditions.pdf | Existing Conditions Figure | 1018 KB |
| One Pager_CSAH 30_Brooklyn Park.pdf | Project Summary Page | 1.5 MB |

# Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction Project | Map ID: 1647999372041




Project Points
Project
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.1 0.2 0.4 0.6 0.8 Miles

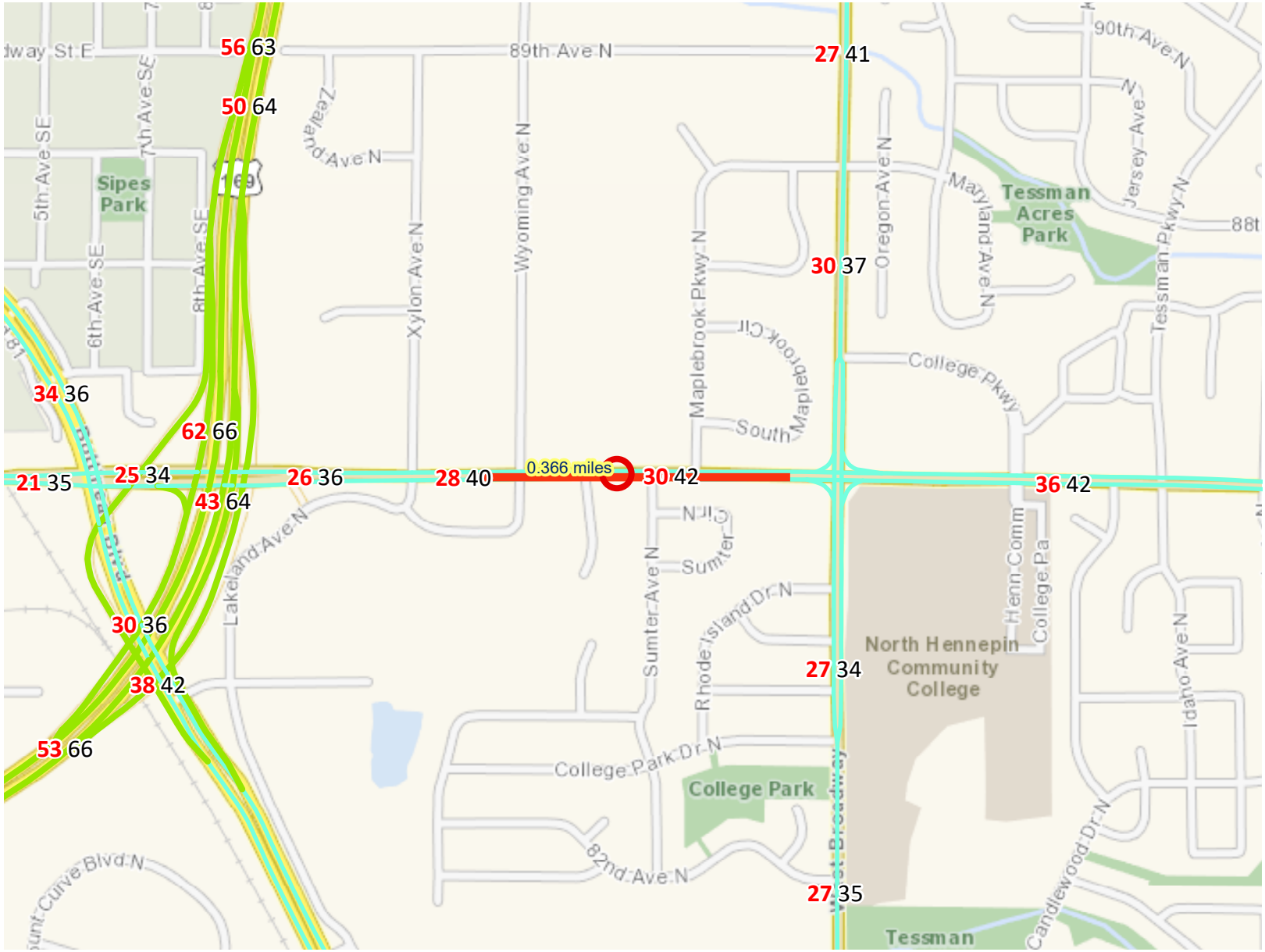
Created: 3/22/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

# Level of Congestion

Strategic Capacity Project: CSAH 30 Reconstruction Project | Map ID: 1649858798268




Project Points — Principal Arterials — Principal Arterials Planned

Project — A Minor Arterials — A Minor Arterials Planned

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 4/13/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

# Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction Project | Map ID: 1647999372041

## Results

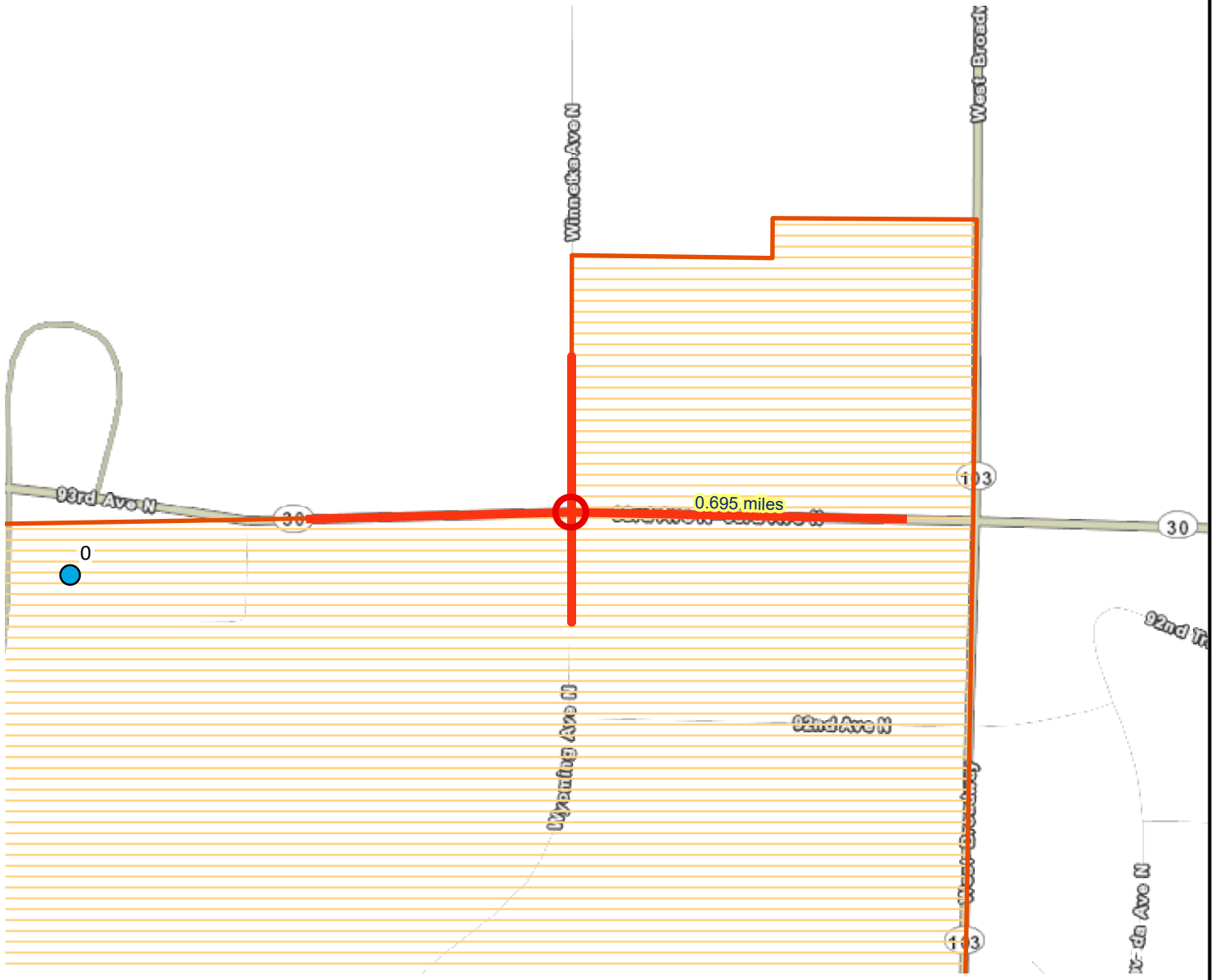
**WITHIN ONE MI** of project:
Postsecondary Students: 0

Totals by City:

**Brooklyn Park**
Population: 6655
Employment: 6402
Mfg and Dist Employment: 2736

**Maple Grove**
Population: 1300
Employment: 122
Mfg and Dist Employment: 18

**Osseo**
Population: 2430
Employment: 1603
Mfg and Dist Employment: 275




Project Points
Postsecondary Education Centers
Job Concentration Centers
Project
Manfacturing/Distribution Centers

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/22/2022
LandscapeRSA5

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

METROPOLITAN COUNCIL

# Transit Connections

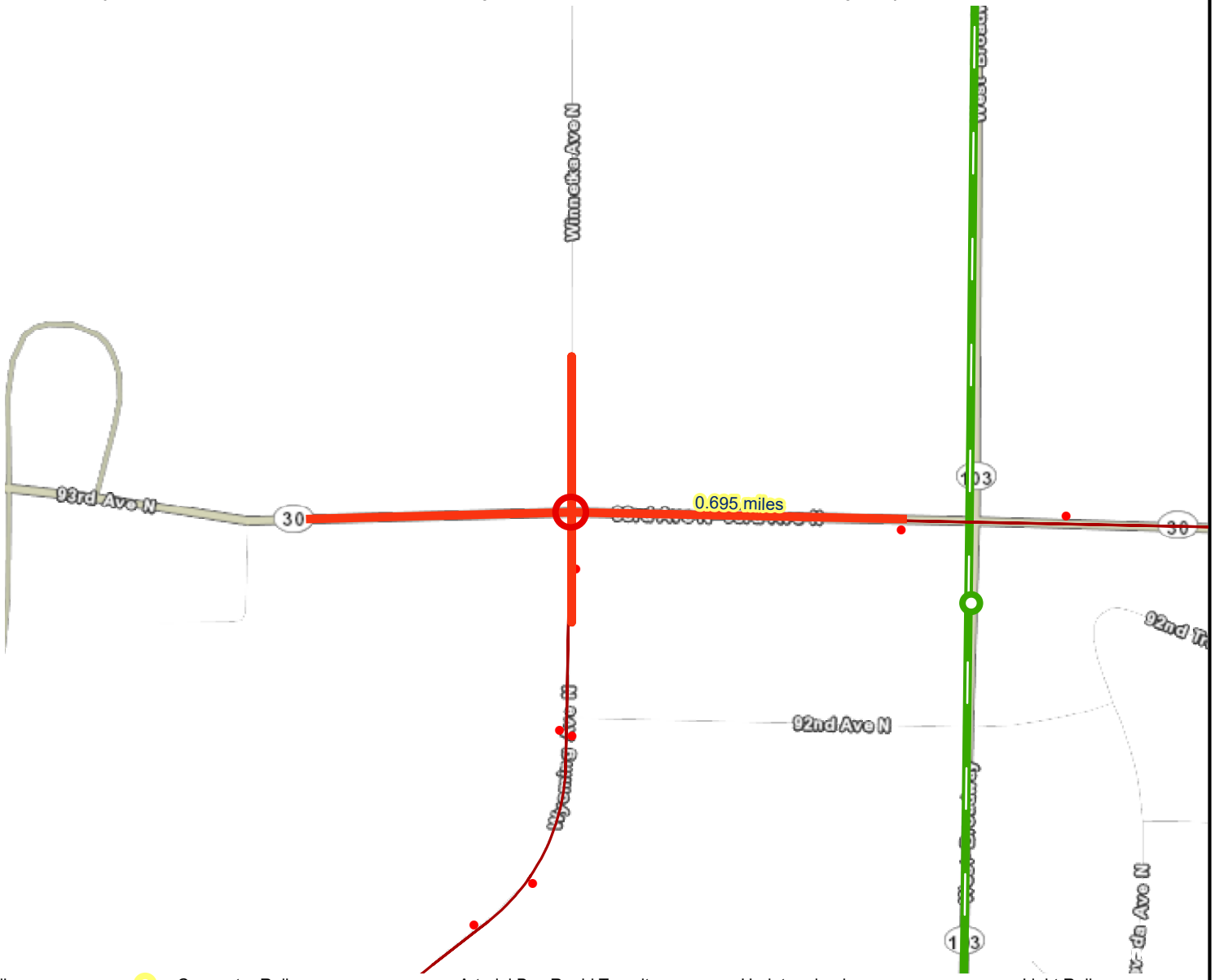
Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction Project | Map ID: 1647999372041

## Results

Transit with a Direct Connection to project:
724
*Blue Line Extension

**indicates Planned Alignments*

Transit Market areas: 3




Project Points
Project
Project Area
Active Stop
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Transit Routes

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/22/2022
LandscapeRSA3

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

METROPOLITAN COUNCIL

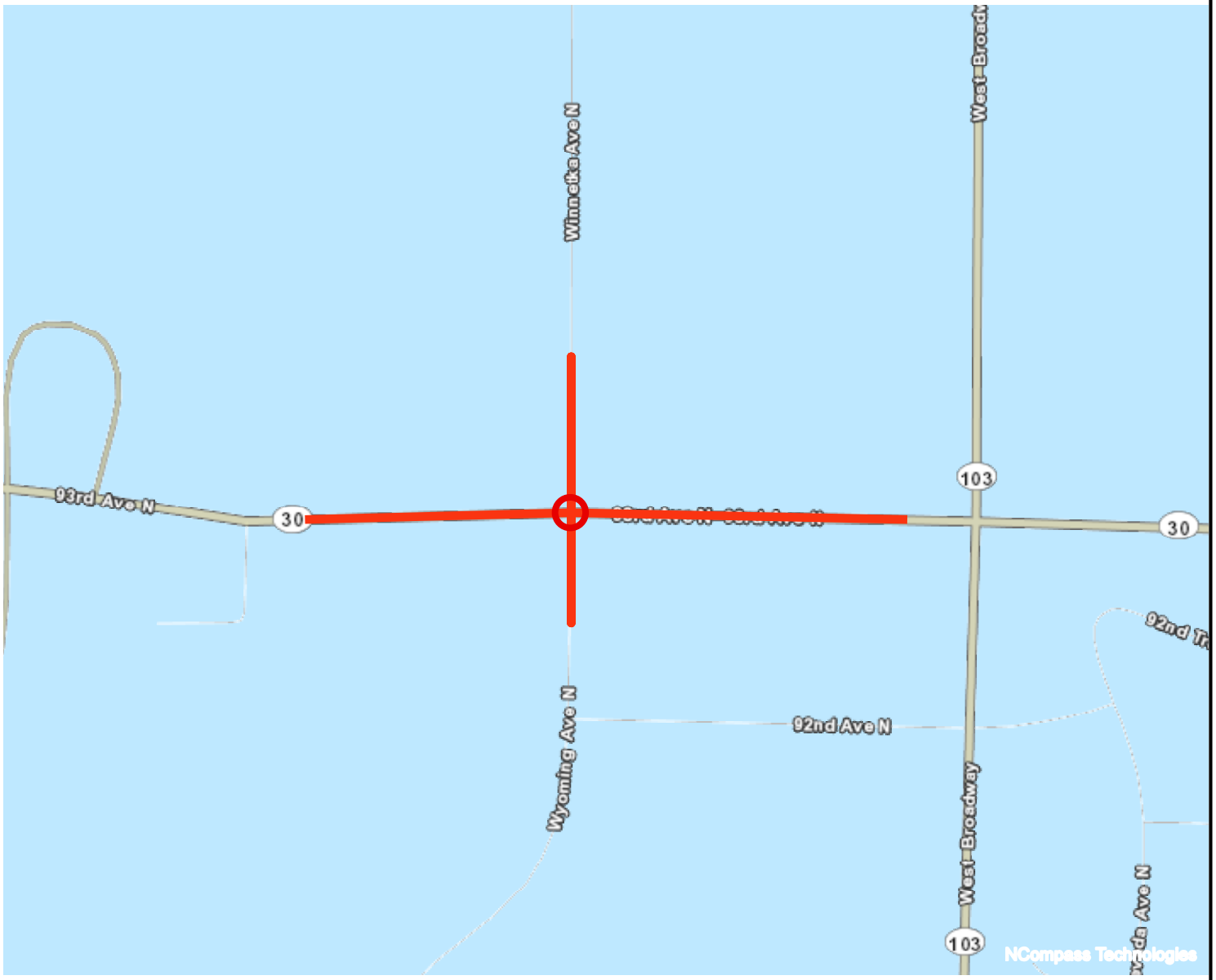
# Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 30 Reconstruction Project | Map ID: 1647999372041

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 10

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




Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 3/22/2022
LandscapeRSA2

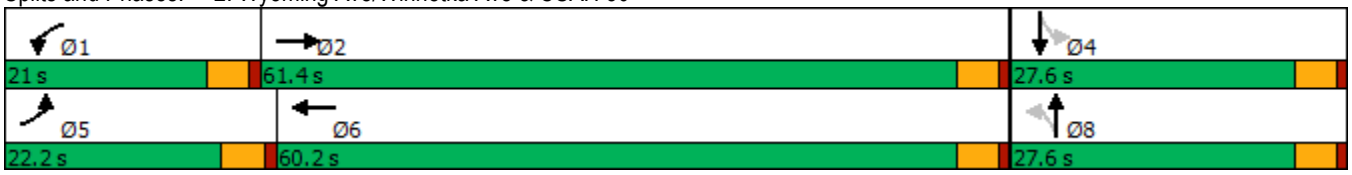
For complete disclaimer of accuracy, please visit http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

| Phase Number | 1 | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|---|
| Movement | WBL | EBT | SBTL | EBL | WBT | NBTL |
| Lead/Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | None | None | Max | None |
| Maximum Split (s) | 21 | 61.4 | 27.6 | 22.2 | 60.2 | 27.6 |
| Maximum Split (%) | 19.1% | 55.8% | 25.1% | 20.2% | 54.7% | 25.1% |
| Minimum Split (s) | 9.5 | 29.5 | 22.5 | 9.5 | 22.5 | 27.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | | | | 7 |
| Flash Dont Walk (s) | | 18 | | | | 16 |
| Dual Entry | No | Yes | Yes | No | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 21 | 82.4 | 0 | 22.2 | 82.4 |
| End Time (s) | 21 | 82.4 | 0 | 22.2 | 82.4 | 0 |
| Yield/Force Off (s) | 16.5 | 77.9 | 105.5 | 17.7 | 77.9 | 105.5 |
| Yield/Force Off 170(s) | 16.5 | 59.9 | 105.5 | 17.7 | 77.9 | 89.5 |
| Local Start Time (s) | 87.8 | 108.8 | 60.2 | 87.8 | 0 | 60.2 |
| Local Yield (s) | 104.3 | 55.7 | 83.3 | 105.5 | 55.7 | 83.3 |
| Local Yield 170(s) | 104.3 | 37.7 | 83.3 | 105.5 | 55.7 | 67.3 |

| Intersection Summary | |
|---|---|
| Cycle Length | 110 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 110 |

Splits and Phases: 2: Wyoming Ave/Winnetka Ave & CSAH 30



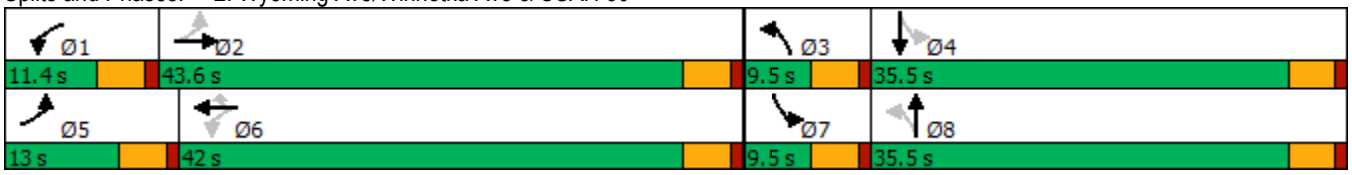
## 2: Wyoming Ave/Winnetka Ave & CSAH 30

| Direction | All |
|---|---|
| Future Volume (vph) | 1734 |
| Total Delay / Veh (s/v) | 31 |
| CO Emissions (kg) | 2.56 |
| NOx Emissions (kg) | 0.50 |
| VOC Emissions (kg) | 0.59 |

| Phase Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Movement | WBL | EBTL | NBL | SBTL | EBL | WBTL | SBL | NBTL |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | None | None | Max | None | None |
| Maximum Split (s) | 11.4 | 43.6 | 9.5 | 35.5 | 13 | 42 | 9.5 | 35.5 |
| Maximum Split (%) | 11.4% | 43.6% | 9.5% | 35.5% | 13.0% | 42.0% | 9.5% | 35.5% |
| Minimum Split (s) | 9.5 | 41.5 | 9.5 | 35.5 | 9.5 | 41.5 | 9.5 | 35.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | | 7 | | 7 | | 7 |
| Flash Dont Walk (s) | | 30 | | 24 | | 30 | | 24 |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 11.4 | 55 | 64.5 | 0 | 13 | 55 | 64.5 |
| End Time (s) | 11.4 | 55 | 64.5 | 0 | 13 | 55 | 64.5 | 0 |
| Yield/Force Off (s) | 6.9 | 50.5 | 60 | 95.5 | 8.5 | 50.5 | 60 | 95.5 |
| Yield/Force Off 170(s) | 6.9 | 20.5 | 60 | 71.5 | 8.5 | 20.5 | 60 | 71.5 |
| Local Start Time (s) | 87 | 98.4 | 42 | 51.5 | 87 | 0 | 42 | 51.5 |
| Local Yield (s) | 93.9 | 37.5 | 47 | 82.5 | 95.5 | 37.5 | 47 | 82.5 |
| Local Yield 170(s) | 93.9 | 7.5 | 47 | 58.5 | 95.5 | 7.5 | 47 | 58.5 |

| Intersection Summary | |
|---|---|
| Cycle Length | 100 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 100 |

Splits and Phases: 2: Wyoming Ave/Winnetka Ave & CSAH 30



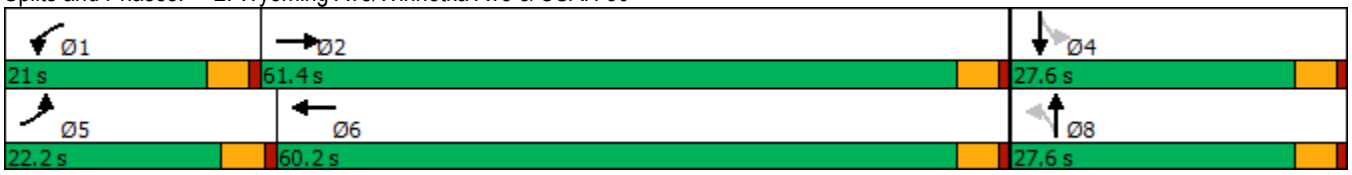
## 2: Wyoming Ave/Winnetka Ave & CSAH 30

| Direction | All |
|---|---|
| Future Volume (vph) | 1734 |
| Total Delay / Veh (s/v) | 10 |
| CO Emissions (kg) | 1.74 |
| NOx Emissions (kg) | 0.34 |
| VOC Emissions (kg) | 0.40 |

| Phase Number | 1 | 2 | 4 | 5 | 6 | 8 |
|---|---|---|---|---|---|---|
| Movement | WBL | EBT | SBTL | EBL | WBT | NBTL |
| Lead/Lag | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | None | None | Max | None |
| Maximum Split (s) | 21 | 61.4 | 27.6 | 22.2 | 60.2 | 27.6 |
| Maximum Split (%) | 19.1% | 55.8% | 25.1% | 20.2% | 54.7% | 25.1% |
| Minimum Split (s) | 9.5 | 29.5 | 22.5 | 9.5 | 22.5 | 27.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | | | | 7 |
| Flash Dont Walk (s) | | 18 | | | | 16 |
| Dual Entry | No | Yes | Yes | No | Yes | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 21 | 82.4 | 0 | 22.2 | 82.4 |
| End Time (s) | 21 | 82.4 | 0 | 22.2 | 82.4 | 0 |
| Yield/Force Off (s) | 16.5 | 77.9 | 105.5 | 17.7 | 77.9 | 105.5 |
| Yield/Force Off 170(s) | 16.5 | 59.9 | 105.5 | 17.7 | 77.9 | 89.5 |
| Local Start Time (s) | 87.8 | 108.8 | 60.2 | 87.8 | 0 | 60.2 |
| Local Yield (s) | 104.3 | 55.7 | 83.3 | 105.5 | 55.7 | 83.3 |
| Local Yield 170(s) | 104.3 | 37.7 | 83.3 | 105.5 | 55.7 | 67.3 |

| Intersection Summary | |
|---|---|
| Cycle Length | 110 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 110 |

Splits and Phases: 2: Wyoming Ave/Winnetka Ave & CSAH 30



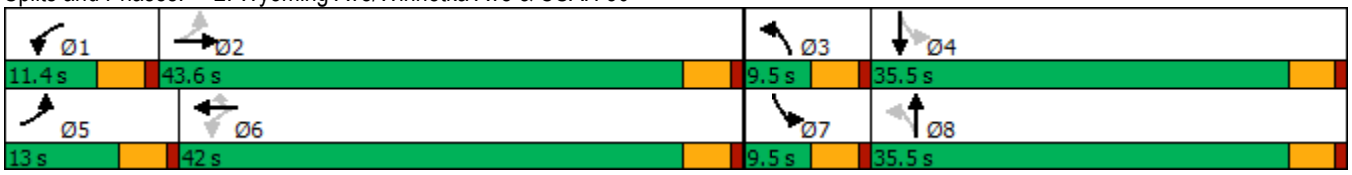
## 2: Wyoming Ave/Winnetka Ave & CSAH 30

| Direction | All |
|---|---|
| Future Volume (vph) | 1734 |
| Total Delay / Veh (s/v) | 31 |
| CO Emissions (kg) | 2.56 |
| NOx Emissions (kg) | 0.50 |
| VOC Emissions (kg) | 0.59 |

| Phase Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Movement | WBL | EBTL | NBL | SBTL | EBL | WBTL | SBL | NBTL |
| Lead/Lag | Lead | Lag | Lead | Lag | Lead | Lag | Lead | Lag |
| Lead-Lag Optimize | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | None | None | None | Max | None | None |
| Maximum Split (s) | 11.4 | 43.6 | 9.5 | 35.5 | 13 | 42 | 9.5 | 35.5 |
| Maximum Split (%) | 11.4% | 43.6% | 9.5% | 35.5% | 13.0% | 42.0% | 9.5% | 35.5% |
| Minimum Split (s) | 9.5 | 41.5 | 9.5 | 35.5 | 9.5 | 41.5 | 9.5 | 35.5 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Minimum Initial (s) | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Vehicle Extension (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Minimum Gap (s) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Time Before Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Time To Reduce (s) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Time (s) | | 7 | | 7 | | 7 | | 7 |
| Flash Dont Walk (s) | | 30 | | 24 | | 30 | | 24 |
| Dual Entry | No | Yes | No | Yes | No | Yes | No | Yes |
| Inhibit Max | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Start Time (s) | 0 | 11.4 | 55 | 64.5 | 0 | 13 | 55 | 64.5 |
| End Time (s) | 11.4 | 55 | 64.5 | 0 | 13 | 55 | 64.5 | 0 |
| Yield/Force Off (s) | 6.9 | 50.5 | 60 | 95.5 | 8.5 | 50.5 | 60 | 95.5 |
| Yield/Force Off 170(s) | 6.9 | 20.5 | 60 | 71.5 | 8.5 | 20.5 | 60 | 71.5 |
| Local Start Time (s) | 87 | 98.4 | 42 | 51.5 | 87 | 0 | 42 | 51.5 |
| Local Yield (s) | 93.9 | 37.5 | 47 | 82.5 | 95.5 | 37.5 | 47 | 82.5 |
| Local Yield 170(s) | 93.9 | 7.5 | 47 | 58.5 | 95.5 | 7.5 | 47 | 58.5 |

| Intersection Summary | |
|---|---|
| Cycle Length | 100 |
| Control Type | Actuated-Uncoordinated |
| Natural Cycle | 100 |

Splits and Phases: 2: Wyoming Ave/Winnetka Ave & CSAH 30



## 2: Wyoming Ave/Winnetka Ave & CSAH 30

| Direction | All |
|---|---|
| Future Volume (vph) | 1734 |
| Total Delay / Veh (s/v) | 10 |
| CO Emissions (kg) | 1.74 |
| NOx Emissions (kg) | 0.34 |
| VOC Emissions (kg) | 0.40 |

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

## A. Roadway Description

| | | | | | |
|---|---|---|---|---|---|
| **Route** | CSAH 30 | **District** | Metro | **County** | Hennepin |
| **Begin RP** | | **End RP** | | **Miles** | 0.431 |
| **Location** | CSAH 30 (93rd St NE) from Xylon Ave to West Broadway Ave | | | | |

## B. Project Description

| | | | |
|---|---|---|---|
| **Proposed Work** | Expansion of CSAH 30 to 4-lane divided section, signal improvements at Winnetka, multi-use trail | | |
| **Project Cost*** | $3,152,000 | **Installation Year** | 2026 |
| **Project Service Life** | 20 years | **Traffic Growth Factor** | 2.0% |

** exclude Right of Way from Project Cost*

## C. Crash Modification Factor

| | | | |
|---|---|---|---|
| 0.71 | **Fatal (K) Crashes** | **Reference** | ID 7569 |
| 0.71 | **Serious Injury (A) Crashes** | | |
| 0.71 | **Moderate Injury (B) Crashes** | **Crash Type** | All (2-lane to 4-lane divided) |
| 0.71 | **Possible Injury (C) Crashes** | | |
| 0.71 | **Property Damage Only Crashes** | | www.CMFclearinghouse.org |

## D. Crash Modification Factor (optional second CMF)

| | | | |
|---|---|---|---|
| 0.58 | **Fatal (K) Crashes** | **Reference** | ID 4140 |
| 0.58 | **Serious Injury (A) Crashes** | | |
| 0.58 | **Moderate Injury (B) Crashes** | **Crash Type** | All (Left turn phasing) |
| 0.58 | **Possible Injury (C) Crashes** | | |
| 0.58 | **Property Damage Only Crashes** | | www.CMFclearinghouse.org |

## E. Crash Data

| | | | | |
|---|---|---|---|---|
| **Begin Date** | 1/1/2019 | **End Date** | 12/31/2021 | 3 years |
| **Data Source** | MnDOT | | | |

| Crash Severity | All (2-lane to 4-lane divided) | All (Left turn phasing) |
|---|---|---|
| K crashes | 0 | 0 |
| A crashes | 0 | 0 |
| B crashes | 2 | 2 |
| C crashes | 1 | 0 |
| PDO crashes | 4 | 3 |

## F. Benefit-Cost Calculation

| | | |
|---|---|---|
| $2,966,577 | **Benefit (present value)** | **B/C Ratio = 0.95** |
| $3,152,000 | **Cost** | |

*Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.*

## F. Analysis Assumptions

| Crash Severity | Crash Cost |
|---|---|
| K crashes | $1,500,000 |
| A crashes | $750,000 |
| B crashes | $230,000 |
| C crashes | $120,000 |
| PDO crashes | $13,000 |

**Link:** mndot.gov/planning/program/appendix_a.html

| | |
|---|---|
| **Real Discount Rate** | 0.7% |
| **Traffic Growth Rate** | 2.0% |
| **Project Service Life** | 20 years |

## G. Annual Benefit

| Crash Severity | Crash Reduction | Annual Reduction | Annual Benefit |
|---|---|---|---|
| K crashes | 0.00 | 0.00 | $0 |
| A crashes | 0.00 | 0.00 | $0 |
| B crashes | 1.42 | 0.47 | $108,867 |
| C crashes | 0.29 | 0.10 | $11,600 |
| PDO crashes | 2.42 | 0.81 | $10,487 |
| | | | **$130,953** |

## H. Amortized Benefit

| Year | Crash Benefits | Present Value |
|---|---|---|
| 2026 | $130,953 | $130,953 |
| 2027 | $133,572 | $132,644 |
| 2028 | $136,244 | $134,356 |
| 2029 | $138,969 | $136,091 |
| 2030 | $141,748 | $137,848 |
| 2031 | $144,583 | $139,627 |
| 2032 | $147,475 | $141,430 |
| 2033 | $150,424 | $143,256 |
| 2034 | $153,433 | $145,105 |
| 2035 | $156,501 | $146,978 |
| 2036 | $159,631 | $148,876 |
| 2037 | $162,824 | $150,798 |
| 2038 | $166,080 | $152,744 |
| 2039 | $169,402 | $154,716 |
| 2040 | $172,790 | $156,713 |
| 2041 | $176,246 | $158,737 |
| 2042 | $179,771 | $160,786 |
| 2043 | $183,366 | $162,862 |
| 2044 | $187,034 | $164,964 |
| 2045 | $190,774 | $167,094 |
| 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 |

**Total = $2,966,577**

# CMF / CRF Details

**CMF ID: 4140**

**Change permissive left-turn phasing to protected only or protected/permissive**

**Description: Treatment group includes intersections where signal phases were changed from permissive to protected-only or protected/permissive.**

**Prior Condition: Treatment group includes intersections where signal phases were changed from permissive to protected-only or protected/permissive.**

**Category: Intersection traffic control**

**Study: *Left-turn Phase: Permissive, Protected, or Both?*, Li Chen, Cynthia Chen, and Reid Ewing, 2012**

| | |
|---|---|
| **Star Quality Rating:** | ★★☆☆☆ [View score details] |

| Crash Modification Factor (CMF) | |
|---|---|
| **Value:** | 0.58 |
| **Adjusted Standard Error:** | |
| **Unadjusted Standard Error:** | |

| Crash Reduction Factor (CRF) | |
|---|---|
| **Value:** | 42 *(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:** | 1 to 5 |
| **Road Division Type:** | |
| **Speed Limit:** | |
| **Area Type:** | Urban |
| **Traffic Volume:** | |
| **Time of Day:** | All |

***If countermeasure is intersection-based***

| | |
|---|---|
| **Intersection Type:** | Roadway/roadway (not interchange related) |
| **Intersection Geometry:** | 3-leg,4-leg,More than 4 legs |
| **Traffic Control:** | Signalized |
| **Major Road Traffic Volume:** | |
| **Minor Road Traffic Volume:** | |

## Development Details

| | |
|---|---|
| **Date Range of Data Used:** | 1995 to 2009 |
| **Municipality:** | New York City |

| | |
|---|---|
| **State:** | NY |
| **Country:** | USA |
| **Type of Methodology Used:** | 3 |
| **Sample Size Used:** | Crashes |
| **Before Sample Size Used:** | 2447 Crashes |
| **After Sample Size Used:** | 564 Crashes |

## Other Details

| | |
|---|---|
| **Included in Highway Safety Manual?** | No |
| **Date Added to Clearinghouse:** | Nov-01-2012 |
| **Comments:** | The corresponding change in crashes in the comparison group was a 35 percent reduction in total crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment. |

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

# CMF / CRF Details

**CMF ID: 7569**

## Convert 2 lane roadway to 4 lane divided roadway

**Description: Conversion of urban and rural two-lane roadways to four-lane divided roadways**

**Prior Condition: 2 lane roadway**

**Category: Roadway**

**Study: *Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes*, Ahmed et al., 2015**

| | |
|---|---|
| **Star Quality Rating:** | ★★★★☆ [View score details] |

| Crash Modification Factor (CMF) | |
|---|---|
| **Value:** | 0.712 |
| **Adjusted Standard Error:** | |
| **Unadjusted Standard Error:** | 0.076 |

| Crash Reduction Factor (CRF) | |
|---|---|
| **Value:** | 28.79 *(This value indicates a **decrease** in crashes)* |

| | |
|---|---|
| **Adjusted Standard Error:** | |
| **Unadjusted Standard Error:** | 7.65 |

## Applicability

| | |
|---|---|
| **Crash Type:** | All |
| **Crash Severity:** | All |
| **Roadway Types:** | Not specified |
| **Number of Lanes:** | 2 |
| **Road Division Type:** | Undivided |
| **Speed Limit:** | |
| **Area Type:** | Rural |
| **Traffic Volume:** | |
| **Time of Day:** | All |

***If countermeasure is intersection-based***

| | |
|---|---|
| **Intersection Type:** | |
| **Intersection Geometry:** | |
| **Traffic Control:** | |
| **Major Road Traffic Volume:** | |
| **Minor Road Traffic Volume:** | |

## Development Details

| | |
|---|---|
| **Date Range of Data Used:** | 2002 to 2012 |
| **Municipality:** | |

| | |
|---|---|
| **State:** | FL |
| **Country:** | USA |
| **Type of Methodology Used:** | Before/after using empirical Bayes or full Bayes |
| **Sample Size Used:** | |

## Other Details

| | |
|---|---|
| **Included in Highway Safety Manual?** | No |
| **Date Added to Clearinghouse:** | Nov-01-2015 |
| **Comments:** | |

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

# Crash Case Listing

Report Version 1.0
February 2020

| Route System | Route Number | Measure | Co | City | Incident Number | Date | Time | Day of Week | Basic Type | Num Veh | Sev |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 04-CSAH | 30 | 12.560 | 27 | Brooklyn Park | 00803053 | 03/09/20 | 0617 | MON | Angle | 2 | N |
| 04-CSAH | 30 | 12.562 | 27 | Brooklyn Park | 00929990 | 07/23/21 | 1703 | FRI | Angle | 2 | B |
| 04-CSAH | 30 | 12.798 | 27 | Brooklyn Park | 00753479 | 10/10/19 | 0800 | THU | Rear End | 2 | C |
| 05-MSAS | 143 | 1.237 | 27 | Brooklyn Park | 00945301 | 10/06/21 | 1000 | WED | SSO | 2 | N |
| 10-MUN | 1264 | 0.001 | 27 | Brooklyn Park | 00844673 | 10/05/20 | 1215 | MON | Angle | 2 | N |
| 10-MUN | 1264 | 0000 | 27 | Brooklyn Park | 00974625 | 11/19/21 | 1403 | FRI | Angle | 2 | N |
| 10-MUN | 1264 | 0.004 | 27 | Brooklyn Park | 00705111 | 04/20/19 | 1253 | SAT | Angle | 2 | B |

Selection Filter:

WORK AREA: County('659472') - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

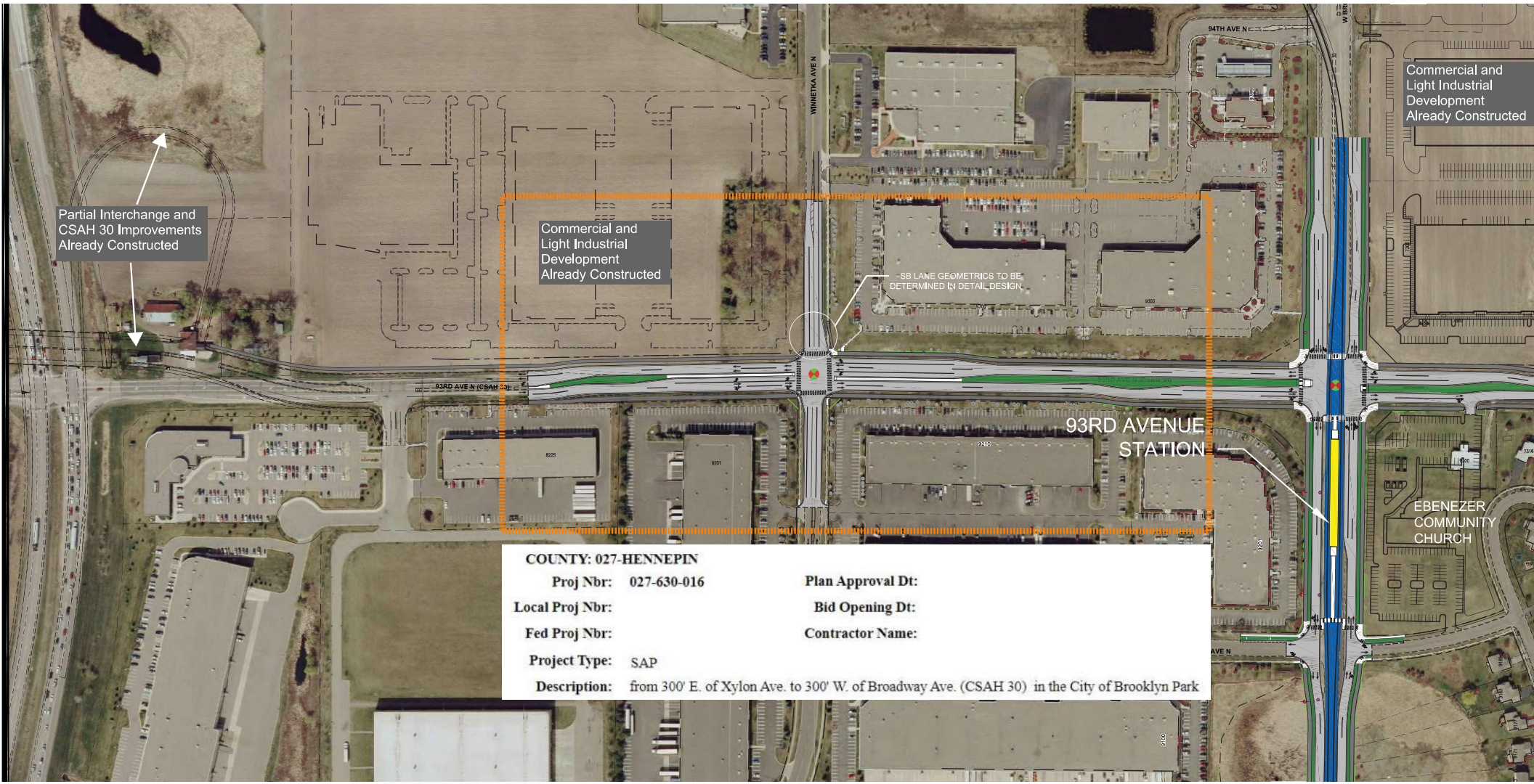
Analyst:

Jacob Bongard

Notes:

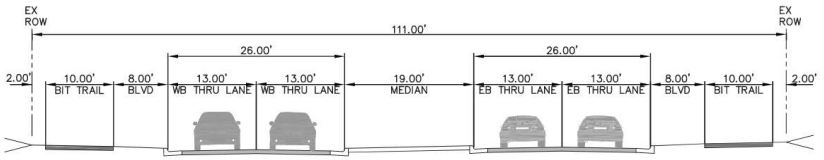
# PRELIMINARY LAYOUT

SUBJECT TO CHANGE




## LEGEND

| | | |
|---|---|---|
| LRT TRACK AREA | LANDSCAPING/TURF | EXISTING SIGNALIZED INTERSECTION |
| STATION PLATFORM | PROPOSED DIRECTIONAL LANE USE | PROPOSED SIGNALIZED INTERSECTION |
| ROADWAY | EXISTING RIGHT OF WAY | EXISTING ELECTRICAL TRANSMISSION POLE |
| SIDEWALK / CONCRETE MEDIAN | PROPOSED RIGHT OF WAY | PROPOSED SHIFTED ELECTRICAL TRANSMISSION POLE |
| BITUMINOUS TRAIL | PROPERTY LINE | SAWCUT |
| RETAINING WALL | TOTAL PROPERTY ACQUISITION | CSAH 30 (93RD AVE) STUDY AREA |




TYPICAL SECTION 93RD AVE N (CSAH30)

HENNEPIN COUNTY
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application
CSAH 30 (93rd Avenue) Strategic Capacity Project - Xylon Avenue to CSAH 103 (W Broadway Avenue)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the reconstruction and expansion of CSAH 30 (93rd Avenue) from Xylon Avenue to CSAH 103 (W Broadway Avenue) which is anticipated to include the following improvements:

- New pavement, curb, drainage, and traffic signals
- Off-road facilities to accommodate people walking and biking through the area
- Green streets strategies to improve storm water management and promote user comfort

This project is directly related to the planned Blue Line Extension Light Rail Transit (LRT) service that is currently under project development. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 30 (93rd Avenue) for the useful life of improvements. At this time, this project is included in Hennepin County's 2022-2026 Capital Improvement Program (CIP). In addition, Hennepin County staff previously received municipal consent from the City of Brooklyn Park for this project on February 22, 2016 as part of Resolution 2016-50. We look forward to working together to improve the accessibility, safety, and mobility of people walking, using transit, biking, and driving along CSAH 30 (93rd Avenue).

Sincerely,

Carla Stueve

Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us

Hennepin

| City of Brooklyn Park<br>**Request for Council Action** | | | |
|---|---|---|---|
| **Agenda Item:** | 7.2 | **Meeting Date:** | February 22, 2016 |
| **Agenda Section:** | General Action Items | **Originating Department:** | Community Development |
| **Resolution:** | XX | | |
| **Ordinance:** | N/A | **Prepared By:** | Emily Carr, Development Project Coordinator |
| **Attachments:** | 12 | **Presented By:** | Kim Berggren, Director of Community Development |
| **Item:** | Approve the Physical Design Component of the Preliminary Design Plans for the Metro Blue Line Extension Light Rail Transit Project and the Preliminary Layout Number 3 (dated February 5, 2016) for the West Broadway Avenue (CSAH 103) Road Reconstruction Project | | |

**City Manager's Proposed Action:**

MOTION LUNDE, SECOND GATES TO WAIVE THE READING AND ADOPT RESOLUTION #2016-_____ APPROVING THE PHYSICAL DESIGN COMPONENT OF THE PRELIMINARY DESIGN PLANS FOR THE METRO BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT WITHIN THE CITY OF BROOKLYN PARK. MOTION PASSED ON A ROLL CALL VOTE AS FOLLOWS: YES-CREMA, LUNDE, PARKS, GATES, TREPANIER; NO-MATA, JORDAN.

MOTION LUNDE, SECOND GATES TO WAIVE THE READING AND ADOPT RESOLUTION #2016-_____ APPROVING PRELIMINARY LAYOUT NUMBER 3 (DATED FEBRUARY 5, 2016) FOR THE PROPOSED RECONSTRUCTION OF CSAH 103 (WEST BROADWAY AVENUE). MOTION PASSED ON A ROLL CALL VOTE AS FOLLOWS: YES-LUNDE, PARKS, GATES, TREPANIER CREMA; NO-MATA, JORDAN.

**Overview:**

The Metro Blue Line Extension Light Rail Transit (BLRT) project entered the municipal consent process on December 9, 2015, when the Metropolitan Council approved the revised project scope and cost estimate. Minnesota law (473.3994) requires the Metropolitan Council to seek local government review and approval for light rail transit projects.

In Brooklyn Park, the proposed Metro Blue Line Extension LRT alignment will follow County State Aid Highway 81 (CSAH 81) and the BNSF railroad right of way from 62nd Avenue to 72nd Avenue. At 72nd Avenue, the LRT will be elevated on a bridge structure to cross CSAH 81, landing down and crossing into the center of West Broadway Avenue near 74th Avenue. At 94th Avenue, the LRT will run on the west side of West Broadway Avenue, over TH610, and terminate approximately one quarter mile north of TH610 just south of the realigned Oak Grove Parkway.

The preliminary Metro Blue Line Extension design plans show the general LRT system's physical design components, including the LRT tracks, bridges, stations, parking structures, roads and support structures. All design plans can be viewed online at: www.bluelineext.org. Printed reference copies of the plans are also available at Brooklyn Park City Hall and the Brooklyn Park Library.

On February 5, Hennepin County submitted the West Broadway Avenue (CSAH 103) Preliminary Layout No. 3 for consideration and Council approval. Hennepin County requests Council approval of the preliminary layout for the reconstruction of West Broadway Avenue (CSAH 103) from south of Candlewood Drive to north of 93rd Avenue (CSAH 30) and 93rd Avenue (CSAH 30) from west of Winnetka to Louisiana Avenue. The preliminary layout is the "footprint" of the reconstruction project. With Council approval of the preliminary layout, the design will be developed in greater detail.

The attached letters from Met Council and Hennepin County outline the items that need to be resolved as the two projects continue into more detailed design phases.

**Background:**

On June 16, 2014, the City Council decided to table consideration of the West Broadway Avenue roadway reconstruction Layout No. 2 due to community concerns about the proposed project. Specifically, the City Council asked Hennepin County to:

- develop a roadway design that minimizes property takings or partial acquisitions in the community
- create a robust community engagement strategy for properties affected by the transit project
- articulate how the West Broadway roadway design project related to the Metro Blue Line Extension LRT project

Subsequently, Hennepin County, Met Council Bottineau Project Office (BPO), and City staff worked to redesign West Broadway Avenue in coordination with the Metro Blue Line Extension project planning. This coordinated approach resulted in preliminary design plans that significantly reduce the right of way impact in a typical roadway section from approximately 141 feet to 120 feet in the current plans. At the intersections, the right of way impact is reduced from 176 feet to 158 feet. The attached roadway sections show the right of way. In response to Council and community concerns, the two projects will be constructed simultaneously to reduce construction impacts to the community.

**Metro Blue Line Extension Project:**
The proposed Blue Line Extension LRT project will operate northwest from downtown Minneapolis through Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The proposed 13 mile alignment is primarily at-grade and will have 11 new stations, including 5 stations in Brooklyn Park. By 2030, it is estimated there will be approximately 27,000 weekday riders on the proposed LRT project.

The proposed LRT project will connect activity centers including the Target North campus, North Hennepin Community College, downtown Robbinsdale, Golden Valley, Courage Kenny Rehabilitation Institute and downtown Minneapolis. The Metro Blue Line Extension will provide a one-seat ride on the existing Blue Line to the VA Medical Center, Mall of America and Minneapolis-St. Paul International Airport, and will connect the northwest communities with the region's system of transitways.

**Project Timeline:**

- **March 2010:** Final Alternatives Analysis Study report published after two years of discussion and analysis. The report identified several alignment alternatives, including the West Broadway Avenue route.

- **June 2012:** The Hennepin County Regional Railroad Authority (HCRRA) recommends construction of light rail on the "B-C-D1 Alignment" along West Broadway Avenue in Brooklyn Park, the Burlington Northern Santa Fe Railroad corridor, and Olson Memorial/Trunk Highway 55. The Brooklyn Park City Council approved the Locally Preferred Alternative (LPA). A summary of the Alternative Analysis Study is attached.
- **May 2013:** The Met Council adopts the route and mode recommended by HCCRRA as the Locally Preferred Alternative for the Bottineau Transitway in the regional 2030 Transportation Policy Plan.
- **March 2014:** Bottineau Transitway Draft Environmental Impact Statement (DEIS) published.
- **August 2014:** The Federal Transit Administration (FTA) approves the Blue Line extension project to enter the Project Development phase. The Met Council becomes the project lead with the transfer of Responsible Government Unit status from Hennepin County.
- **2014-2016:** Met Council leads the Project Development phase, which includes preliminary design and engineering as well as completion of required environmental documentation. (Hennepin County leads a coordinated, but separate, effort known as "beyond the rails" planning for the corridor, which includes Station Area Planning.
- **2016:** Expected publication of Final Environmental Impact Statement (FEIS). The Record of Decision (ROD) from the FTA is expected in the fall.
- **2017:** The Engineering phase begins, which will include the completion of all design and engineering plans for the line.
- **2018:** The Project receives a Full Funding Grant Agreement from the FTA, authorizing the federal government to provide funding for the project.
- **2018-2020:** Construction.
- **2021:** The Blue Line Extension begins passenger service.

**West Broadway Avenue (CSAH 103) Project:**
The proposed roadway reconstruction project involves West Broadway Avenue from south of Candlewood Drive to north of 93rd Avenue (CSAH 30) and 93rd Avenue (CSAH 30) from 0.15 mile west of Winnetka Avenue to Louisiana Avenue.

The proposed roadway section includes two through lanes in each direction, along with left turn lanes at full access intersections. The traffic lanes will be narrower than typical which will result in a lower (35 miles per hour) design speed along West Broadway Avenue. On both sides of the roadway, boulevards are proposed to provide space for utilities, lights, trees, snow, storage, and a buffer from the roadway for the multi-use trails. A center median on West Broadway Avenue is proposed to preserve space for proposed LRT transit. This design meets Hennepin County's Complete Streets and Active Living Policies by providing modal choices and safe transportation options.

Hennepin County is requesting Council approval of the preliminary layout as an assurance the City is in agreement with the project concept prior to beginning detailed design and development of the construction documents. The preliminary layout is the "footprint" of the project and includes alignment, number of lanes, trails and intersection configurations. It is important to note that the approval of the preliminary layout does not obligate the City financially for the project. The City Council will have the opportunity to approve the final construction plans and construction cooperative agreement, which will include cost participation responsibilities, prior to the construction of the project.

**Municipal Consent Overview:**
Minnesota state law (473.3994) requires municipal consent, which means local approval of a LRT system's physical design components including the tracks, bridges, stations, roads and support structures. The Metro

Blue Line extension project entered the municipal consent process on December 9, 2015, when the Met Council approved the revised project scope and cost estimate of approximately $1.5 billion. The municipal consent process allows for public input on the plans, which can come at public hearings hosted by the Met Council and Brooklyn Park or by email and written comments.

After reviewing the plans and receiving comments, Hennepin County and the city governments will vote to approve or disapprove the revised plans by March 4, 2016. On January 25, 2016, Brooklyn Park City Council held an official Public Hearing on the municipal consent plans. Seventeen community members and stakeholders provided public testimony at the Public Hearing and many more attended. Report attachments include the written public comments submitted to the City and Met Council.

**Municipal Consent Timeline:**

| City/County | Open House/Public Hearing | Council/Committee/Board Action |
|---|---|---|
| Brooklyn Park | January 25 | February 22 |
| Crystal | January 14: Open House<br>February 16: Public Hearing | February 29 |
| Robbinsdale | February 16 | March 2 |
| Golden Valley | February 2 | February 16 |
| Minneapolis (T&PW) | February 2 (public hearing only) | February 2 |
| Minneapolis City Council | N/A | February 12 |
| Hennepin County | January 19 | February 8 |
| Hennepin County Regional Railroad Authority | January 19 | N/A |

**Outreach:**
A robust community engagement effort was coordinated by the Met Council, Hennepin County, and City. In 2015, more than 1,800 Brooklyn Park residents and stakeholders were informed and engaged about the proposed LRT and West Broadway roadway project at various community meetings. A breakdown of that outreach and engagement is below.

- General Public Open Houses and Community Meetings – 885 contacts
- Community and Targeted Outreach – 739 contacts
  - Includes meetings with Church groups, North Hennepin Community College students, Avenues for Youth residents and staff etc.
- Business owner/representative meetings – 115 contacts
- Property owner meetings – 104

Hennepin County hosted five public meetings in Brooklyn Park for the roadway project in 2014, and five open house public meetings and ten other meetings of semi-public groups for the transitway project since June of 2011. Hennepin County, Met Council, and the City have also been diligent about updating project websites and email notification listings for both projects in order to keep area residents informed.

**Next Steps:**
The Metro Blue Line Extension LRT project is currently in the Project Development Phase of the Federal Transit Administration (FTA) New Starts program. It is expected that in fall 2016, a Record of Decision (ROD) will be completed as part of the Metro Blue Line Extension LRT's Final Environmental Impact Statement (FEIS) process. After the ROD, the project will advance to the next New Starts phase, Engineering, in late 2016.

With Council approval of Hennepin County's preliminary layout for the reconstruction of West Broadway Avenue, the design will be developed in greater detail. The City Council will have the opportunity to approve the final construction plans and construction cooperative agreement, prior to the construction of the project.

Both the proposed preliminary design plans and layouts have impacts to properties in the corridor. Met Council and Hennepin County staff will continue discussions with property owners as the right-of-way process is initiated. Details of the impacts, and opportunities to minimize impacts, will be better known as the plans are further developed.

**Primary Issues/Alternatives to Consider:**

- Approve as presented
- Approve with modifications
- Disapprove

**Budgetary/Fiscal Issues:**

- BLRT Project:
  - The Metro Blue Line Extension LRT project is estimated to cost $1.496 billion in year 2017 dollars. At this time, it is anticipated that funds for capital costs will come from four sources:
    - Counties Transit Improvement Board's transit sales tax in the metro area (31 percent)
    - Hennepin County Regional Railroad Authority (10 percent)
    - State of Minnesota (10 percent)
    - Federal Transit Administration (49 percent)
  - While the City will not incur capital costs for the construction of the Metro Blue Line Extension system, the City will likely choose to coordinate infrastructure projects or other related investments with the LRT project construction to reduce future costs or to enhance the aesthetics, travel opportunities, or general livability for residents and businesses in the project area.
- West Broadway Avenue Reconstruction Project:
  - The City will be responsible for its share of the costs that would have been incurred if the originally approved layout for the West Broadway Avenue roadway, approved in 2007, was constructed.
  - The current estimate for the total cost of construction and right of way of the West Broadway Avenue project is $40 million, including $7.8 million from the City of Brooklyn Park. The City has a credit of roughly $2.2 million with the County that is to be used on the West Broadway Avenue reconstruction project. Thus, the total estimated City contribution cost is projected as $5.6 million.

**Attachments:**

7.2A RESOLUTION – MUNICIPAL CONSENT
7.2B RESOLUTION – WEST BROADWAY LAYOUT NO. 3
7.2C LETTER FROM MET COUNCIL
7.2D LETTER FROM HENNEPIN COUNTY
7.2E PROJECT FACTS
7.2F PRELIMINARY CROSS SECTIONS
7.2G MUNICIPAL CONSENT LAYOUTS
7.2H PUBLIC COMMENTS RECEIVED BY THE CITY OF BROOKLYN PARK
7.2I PUBLIC COMMENT CARD SUMMARY FROM JANUARY 25 OPEN HOUSE
7.2J PUBLIC COMMENTS RECEIVED BY THE MET COUNCIL
7.2K BOTTINEAU TRANSITWAY ALTERNATIVE ANALYSIS SUMMARY REPORT, MAY 2013
7.2L 2014 LETTER FROM HENNEPIN COUNTY COMMISSIONER OPAT

RESOLUTION #2016-49

RESOLUTION APPROVING THE PHYSICAL DESIGN COMPONENT OF THE PRELIMINARY DESIGN PLANS FOR THE BLUE LINE EXTENSION LIGHT RAIL TRANSIT PROJECT WITHIN THE CITY OF BROOKLYN PARK

WHEREAS, the Governor designated the Metropolitan Council ("Council") as the responsible authority for the Blue Line Extension Light Rail Transit Project ("Project"), which makes the Council responsible for planning, designing, acquiring, constructing and equipping the Project; and

WHEREAS, the Project is now in the preliminary design phase; and

WHEREAS, the design at this phase is approximately 15 percent complete; and

WHEREAS, Minnesota Statutes Section 473.3994 allows cities and counties along a proposed light rail route to provide input to the Council on the physical design component of the preliminary design plans; and

WHEREAS, on December 15, 2015, the Council submitted the physical design component of the preliminary design plans; and

WHEREAS, public hearings are then required, which the City of Brooklyn Park held on January 25, 2016; and

WHEREAS, within 45 days of a joint hearing held by the Council and the Hennepin County Regional Railroad Authority ("HCRRA"), which was held on January 19, 2016, the City of Brooklyn Park must review and approve or disapprove the Plans for the route to be located in the City of Brooklyn Park; and

WHEREAS, Minnesota Statutes Section 473.3994 provides that a local unit of government that disapproves the plans shall describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval; and

WHEREAS, approval or disapproval by the City of Brooklyn Park is part of the statutory preliminary design process; and

WHEREAS, City staff has reviewed the Plans and has provided comments on these Plans; and

WHEREAS, the City of Brooklyn Park will work with the Council throughout the design and construction process; and

WHEREAS, the City of Brooklyn Park desires that the Council and its staff continue to address and work with the City of Brooklyn Park staff to satisfactorily resolve issues including, but not limited to, those identified in letters from the Council dated February 15, 2016, and Hennepin County dated January 28, 2016.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Park that the City Council Finds, Determines, and Orders as Follows:

1. The City of Brooklyn Park provides its municipal approval of the Plans pursuant to Minnesota Statutes Section 473.3994 consistent with the above.

2. The City of Brooklyn Park staff is directed to submit the City of Brooklyn Park's approval to the Metropolitan Council.

The foregoing resolution was introduced by Mayor Lunde and duly seconded by Council Member Gates.
The following voted in favor of the resolution: Crema, Parks, Lunde, Gates and Trepanier.
The following voted against: Mata and Jordan.
The following was absent: None.
Where upon the resolution was adopted.

ADOPTED: February 22, 2016

JEFFREY JONEAL LUNDE, MAYOR

CERTIFICATE

STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF BROOKLYN PARK

I, the undersigned, being the duly qualified City Clerk of the City of Brooklyn Park, Minnesota, hereby certify that the above resolution is a true and correct copy of the resolution as adopted by the City Council of the City of Brooklyn Park on February 22, 2016.

WITNESS my hand officially as such Clerk and the corporate seal of the City this 23rd day of February 2016

(SEAL)

DEVIN MONTERO, CITY CLERK

#2016-49

RESOLUTION #2016-50

RESOLUTION APPROVING PRELIMINARY LAYOUT NUMBER 3 (DATED FEBRUARY 5, 2016) FOR THE PROPOSED RECONSTRUCTION OF CSAH 103 (WEST BROADWAY AVENUE) FROM SOUTH OF CANDLEWOOD DRIVE TO NORTH OF CSAH 30 (93RD AVENUE) AND CSAH 30 (93RD AVENUE) FROM 0.15 MILE WEST OF WINNETKA AVENUE TO LOUISIANA AVENUE; CIP 403115

WHEREAS, the Hennepin County Department of Public Works has submitted to the City of Brooklyn Park Preliminary Roadway Layout Number 3 (dated February 5, 2016) for the proposed reconstruction of County State Aid Highway 103 (West Broadway Avenue) from south of Candlewood Drive to north of CSAH 30 (93rd Avenue) and CSAH 30 (93rd Avenue) from 0.15 mile west of Winnetka Avenue to Louisiana Avenue within the City of Brooklyn Park; and

WHEREAS, in response to the public input over the past year, changes and modifications have been made to the layout; and

WHEREAS, the City Engineering Division has reviewed and recommends approval of said layout; and

WHEREAS, the City Council of the City of Brooklyn Park reserves the right for further input regarding the final design features (landscaping, access, etc.) for CSAH 103 through the City; and

WHEREAS, the City of Brooklyn Park desires that Hennepin County and its staff continue to address and work with the City of Brooklyn Park staff to satisfactorily resolve issues including, but not limited to, those identified in letters from Hennepin County staff dated January 28, 2016, and Met Council staff dated February 15, 2016.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Park.

Preliminary Layout Number 3 (dated February 5, 2016) be in all things approved, that Hennepin County is hereby authorized by the City to acquire all rights-of-way, permits and/or easements required for said improvements in accordance with said Layout and that the City agrees to ban the parking of motor vehicles at all times and to provide enforcement for the prohibition of on-street parking on those portions of said County Layout Number 3 within its corporate limits.

The foregoing resolution was introduced by Mayor Lunde and duly seconded by Council Member Gates.
The following voted in favor of the resolution: Crema, Parks, Lunde, Gates and Trepanier.
The following voted against: Mata and Jordan.
The following was absent: None.
Where upon the resolution was adopted.

ADOPTED: February 22, 2016

JEFFREY JONEAL LUNDE, MAYOR

CERTIFICATE

STATE OF MINNESOTA
COUNTY OF HENNEPIN
CITY OF BROOKLYN PARK

I, the undersigned, being the duly qualified City Clerk of the City of Brooklyn Park, Minnesota, hereby certify that the above resolution is a true and correct copy of the resolution as adopted by the City Council of the City of Brooklyn Park on February 22, 2016.

WITNESS my hand officially as such Clerk and the corporate seal of the City this 23rd day of February 2016

(SEAL)

DEVIN MONTERO, CITY CLERK

#2016-50

HENNEPIN COUNTY
MINNESOTA

March 25, 2022

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

Re: Support for 2022 Regional Solicitation Application
CSAH 30 (93rd Avenue) Strategic Capacity Project - Xylon Avenue to CSAH 103 (W Broadway Avenue)

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the 2022 Regional Solicitation through the Metropolitan Council. The proposed project is the reconstruction and expansion of CSAH 30 (93rd Avenue) from Xylon Avenue to CSAH 103 (W Broadway Avenue) which is anticipated to include the following improvements:

- New pavement, curb, drainage, and traffic signals
- Off-road facilities to accommodate people walking and biking through the area
- Green streets strategies to improve storm water management and promote user comfort

This project is directly related to the planned Blue Line Extension Light Rail Transit (LRT) service that is currently under project development. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 30 (93rd Avenue) for the useful life of improvements. At this time, this project is included in Hennepin County's 2022-2026 Capital Improvement Program (CIP). In addition, Hennepin County staff previously received municipal consent from the City of Brooklyn Park for this project on February 22, 2016 as part of Resolution 2016-50. We look forward to working together to improve the accessibility, safety, and mobility of people walking, using transit, biking, and driving along CSAH 30 (93rd Avenue).

Sincerely,

Carla Stueve

Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us

Hennepin

CSAH 30 Existing Conditions – Looking west towards Winnetka/Wyoming

Winnetka Ave Existing Conditions – Looking south towards CSAH 30

CSAH 30 Existing Conditions – Looking east towards Winnetka/Wyoming

## 93rd Ave N (CSAH 30) - Existing Conditions

# Hennepin CSAH 30 from Xylon Ave to CSAH 103
## City of Brooklyn Park

**Project Name:** Hennepin CSAH 30 from Xylon Ave to CSAH 103

**Applicant:** City of Brooklyn Park

**Route:** CSAH 30 (93rd Ave N) – Xylon Ave to W Broadway Ave (CSAH 103)

**Location:** Brooklyn Park, Hennepin County, MN

**Application Category:** Roadway – Strategic Capacity

### Funding Information:
**Requested Award Amount**: $2,521,600
**Local Match**: $630,400
**Project Total**: $3,152,000

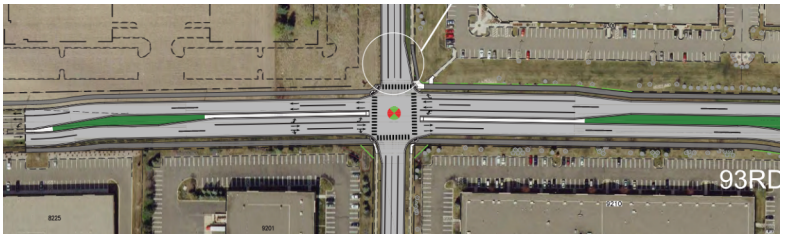
### Additional Funding Sources:
- Hennepin County
- City of Brooklyn Park

### Primary Contact:
Jeff Holstein, PE, PTOE
City Transportation Engineer
8300 Noble Ave N, Brooklyn Park MN 55443
763-493-8102
Jeff.holstein@brooklynpark.org

### Project Description
The CSAH 30 (93rd Avenue N) from Xylon Ave to CSAH 103 (W Broadway Ave) project reconstructs, expands, and modernizes nearly 0.3 miles of existing two-lane rural roadway to feature a four-lane urban divided section with multi-use trail on both sides of the A-Minor Reliever which carries over 10,000 vehicles per day. The project is one of many identified improvements in preparation for and in conjunction with the Metro Blue Line Extension project within the City of Brooklyn Park. The proposed light rail line, serving 5 communities in the northwest metro area, will feature five stations within Brooklyn Park, one of which will be located just east of the 93rd Ave N project limits at the intersection with (CSAH 103) W Broadway Ave.

Turn lane, center median, drainage, traffic signal, and pedestrian/bicyclist improvements will modernize the roadway, making it safer and more efficient for all users, resulting in a more maintainable, resilient, and sustainable piece of infrastructure for the region.

### Project Benefits
In addition to supporting the goals of the future Metro Blue Line Extension, the project will fix poor pavement, improve the substandard truck turning radii at the Winnetka Ave N intersection, and add capacity to serve heavy truck traffic generated by the growing commercial and industrial development that is a major employment center for the region. Additionally, the project will add pedestrian facilities, filling in an existing trail gap between Winnetka Ave and CSAH 103 (W Broadway Ave) which is identified as an RBTN Tier 2 corridor. The existing signal at Winnetka Ave N is a wood-pole system which has exceeded its service life, is routinely struck by turning trucks and is not ADA compliant. A new signal system will be installed with APS components and the latest traffic signal technologies.




### Regional Significance/Context
The project will complement the recent construction of the CSAH 30 (93rd Ave N)/TH 169 interchange by extending a four-lane urban typical section further to the east. Furthermore, the project is tied to the Metro Blue Line Extension and the 93rd Avenue Station. Adequate pedestrian facilities are required to carry non-motorized trips to and from the proposed station which serves key last/first mile connections to many surrounding business, residential, and commercial areas. This segment of CSAH 30 also serves as an important reliever route to current and future congestion along TH 610.

### Project Development and Status
The Metro Blue Line Extension has reached a 90% plan production level, but further plan progress has been paused to identify and vet alternative route alignments within the communities of Minneapolis, Robbinsdale, Crystal, and Golden Valley. Project leadership has made it clear that no changes will be made to the Brooklyn Park CSAH 103 & CSAH 30 section of the route. The CSAH 30 (93rd Ave N) project can be built in advance of the full Blue Line project if funding becomes readily available.

| 2022 | 2021-2023 | 2026-2027 |
|---|---|---|
| *Award* | *Design* | *Construction* |