



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20063 - Brooklyn Park - Blue Line Extension LRT Sidewalk Connections
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/14/2023 3:26 PM

Primary Contact

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*
Brooklyn Park Minnesota 55443
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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 Blue Line Extension LRT Sidewalk Connections
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):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) As part of the planned Bottineau Light Rail Transitway (BLRT) Project, the existing Blue Line light rail transit (LRT) would be extended from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, and Crystal to Brooklyn Park. The Blue Line Extension LRT Sidewalk Connection project aims to build eight neighborhood and Minor Collector roadway sidewalks to connect into the Blue Line Extension sidewalks and trails along CSAH 103 (West Broadway Avenue) and CSAH 81 (Bottineau Boulevard) in Brooklyn Park. These sidewalk facility locations include:

- Hampshire Avenue from 63rd Avenue to 67th Avenue
- Louisiana Avenue from 62nd Avenue to 63rd Avenue
- 65th Avenue from CSAH 8 (West Broadway Avenue) to CSAH 81
- 76th Avenue from CSAH 103 to Kentucky Avenue
- 76th Avenue from Hampshire Avenue to Jersey Avenue
- College Park Drive from CSAH 103 to Sumter Avenue
- 82nd Avenue from CSAH 103 to Sumter Avenue
- 89th Avenue from Xylon Avenue to CSAH 103

The 76th Avenue corridor from Hampshire Avenue to Jersey Avenue will have sidewalks constructed on both sides, while only one side will have sidewalks for the other project corridors. Right-of-way acquisition is not needed as all proposed facilities should be provided within the existing roadway rights-of-way.

The proposed project aims to enhance pedestrian access and improve the first and last mile connectivity to the Blue Line stations, which include the 63rd Avenue, Brooklyn Boulevard, 85th Avenue, and 93rd Avenue stations. All proposed sidewalk facilities are located within the ½ mile and three-mile radius of the proposed Blue Line stations, which means it would take at most 10 minutes to walk or 15 minutes to bike to the stations.

Brooklyn Park needs new sidewalk facility construction to improve safety and mobility, and to address sidewalk gaps throughout the city. One example of such improvements is the proposed construction of 76th Avenue which will eliminate sidewalk connectivity issues between Hampshire Avenue and reduce the distance pedestrians must travel.

New sidewalk construction will include six-foot sidewalks and ADA accessible ramps, which will adhere to current federal regulations.

(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. Sidewalk construction and ADA ramp construction

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) 2.4

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	\$1,480,800.00
Match Amount	\$370,200.00
Minimum of 20% of project total	
Project Total	\$1,851,000.00
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
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:	2028, 2029
Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.	
Additional Program Years:	2026, 2027
Select all years that are feasible if funding in an earlier year becomes available.	

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location	
County, City, or Lead Agency	Brooklyn Park
Name of Trail/Ped Facility:	Blue Line Extension LRT Sidewalk Connections
(example: CEDAR LAKE TRAIL)	
IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:	
Road System	MSAS, City Street
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	MSAS 163, 128
(Example: 53 for CSAH 53)	
Name of Road	Multiple See Project Description
(Example: 1st ST., Main Ave.)	
TERMINI: Termini listed must be within 0.3 miles of any work	
From:	
Road System	Multiple See Project Description
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)	
Road/Route No.	MSAS 163, 128
(Example: 53 for CSAH 53)	
Name of Road	Multiple See Project Description
(Example: 1st ST., Main Ave.)	
To:	
Road System	Multiple See Project Description
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR	
Road/Route No.	MSAS 163, 128
(Example: 53 for CSAH 53)	
Name of Road	Multiple See Project Description
(Example: 1st ST., Main Ave.)	
In the City/Cities of:	Brooklyn Park
(List all cities within project limits)	

IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

Primary Types of Work (Check all that apply)

- Multi-Use Trail
- Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed

55445

Approximate Begin Construction Date (MOYR)

04/01/2028

Approximate End Construction Date (MOYR)

12/31/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles):

2.4

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

0

Is this a new trail?

Yes

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 A: Efficiently preserve and maintain the regional transportation system in a state of good repair; Strategy A2 (Page 2.3).

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

Goal C: Access to Destinations; Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors; Objective E. Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations; Strategy C1 (Page 2.10); Strategy C2 (Page 2.11); Strategy C16 (Page 2.23); Strategy C17 (Page 2.24).

Goal E: Healthy and Equitable Communities; Objective C: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options; Objective D: Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations; Strategy E3 (Page 2.31).

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

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

City of Brooklyn Park Pedestrian and Bicycle Plan, October 2015. "Separated land uses are prevalent in Brooklyn Park. Many Brooklyn Park residents report living too far away from important destinations to be able to walk or bike for transportation. However significant portions of Brooklyn Park's population do live within walking and bicycling distance of commercial, educational, and recreational destinations. Safe, convenient, and enjoyable connections within neighborhoods and between destinations are one way to increase opportunities for walking and biking" Pg. 26

"Brooklyn Park's roadway network is fairly typical of second and third tier suburbs. The City has a large grid of high volume, high-speed roadways that provide fairly direct routes to commercial, employment, recreational, and educational opportunities with disjointed curvilinear streets between the larger grids." Pg. 27

"Sidewalks and/or sidepaths are present on one or both sides of most major corridors in Brooklyn Park. They are provided less frequently on neighborhood streets, especially south of 85th Avenue N." Pg. 28

The Ped and Bike Plan is officially part of the 2040 Comprehensive Plan.

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. Unique project costs are limited to those that are federally eligible.

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

Yes

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

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

Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

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

Safe Routes to School: \$250,000 to \$1,000,000

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

Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

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

Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Yes

Date plan completed:

12/01/2020

Link to plan:

<https://www.brooklynpark.org/accessibility/>

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.
- Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.
- Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way.

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.
- Check the box to indicate that the project meets this requirement.
- Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.
- Check the box to indicate that the project meets this requirement.
5. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.
- Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$84,000.00
Removals (approx. 5% of total cost)	\$31,000.00
Roadway (grading, borrow, etc.)	\$129,000.00
Roadway (aggregates and paving)	\$220,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$30,000.00
Striping	\$0.00
Signing	\$10,000.00
Lighting	\$7,000.00
Turf - Erosion & Landscaping	\$215,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$265,000.00
Totals	\$991,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$710,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$150,000.00
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	\$860,000.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response:

The Blue Line Extension LRT Sidewalk Connection project will incorporate elements that will increase the resiliency of the transportation system network within Brooklyn Park. The project provides transportation benefits by making the Brooklyn Park network more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include the following: - The number of drainage structures on the roadway surface will be increased to meet current standards. - Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

Totals

Total Cost	\$1,851,000.00
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Construction Cost Total	\$1,851,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	32565
Existing Post-Secondary Enrollment Within One-Half Mile:	5756
Upload Map	1702228669331_1_Reg EconomyMap.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	59224
Upload Map	1702228689848_2_Pop_EmploymentMap.pdf

Please upload attachment in PDF form

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:
1. What engagement methods and tools were used?
 2. How did you engage specific communities and populations likely to be directly impacted by the project?
 3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
 4. How were the project's purpose and need identified?
 5. How was the community engaged as the project was developed and designed?
 6. How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
 7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
 8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The Environmental Protection Agency's Environmental Justice (EJ) Screen Community Report mapping tool combines environmental and socioeconomic data. The Hampshire Avenue project corridor was chosen to highlight BIPOC, low-income, and disabled populations. The pedestrian facility with a ½ mile buffer, houses 8,816 people, 70 percent of whom are people of color. The Black population makes up 42 percent of the total population, followed by Asian (13 percent) and Hispanic (12 percent). The project area is located within an Area of Concentrated Poverty, with a per capita income of \$29,894.

The Blue Line Extension through Brooklyn Park is part of the Bottineau LRT. The Bottineau Community Works (BCW) program is a collaboration, led by Hennepin County in partnership with corridor cities and community stakeholders, to maximize the economic development value of the BLRT project and support infrastructure, transit access, and transit-oriented development planning outside of the Bottineau LRT project. As part of the planning effort, the BCW sought to improve pedestrian, bicycle, and shared ride connections near the Blue Line stations. Community engagement was essential in the planning process to reflect the community's diversity, engaging communities that have previously witnessed unequal and disproportionate public investment.

Two community workshops were conducted to discuss current bike and pedestrian assets and issues and opportunities for improvement. Based on the information collected, the BCW identified a lack of safe and accessible pedestrian infrastructure and limited access to key transit destinations. The projects identified that would provide the greatest benefit included the 63rd Avenue, Louisiana Avenue and Hampshire Avenue corridors.

The Blue Line Extension project is underway after encountering an issue with obtaining BSNF rail and pausing development efforts. The project has actively re-engaged communities, focusing on anti-displacement efforts and environmental justice. It has engaged communities that previously experienced unequal and disproportionate public investment. In Brooklyn Park, since 2020, there have been numerous attempts to receive feedback about rail alignments and positional impacts on housing and local businesses from historically underserved communities. This outreach includes canvassing, attending cultural events, and developing a community stakeholder list. The BIPOC community stakeholder list seeks to engage BIPOC communities by providing promotional materials and event details through websites and social media. The list includes African Career and Education Resources, Ebenezer Church, and Brooklyn Park Library as community connectors.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

The Blue Line Extension LRT Sidewalk Connection project seeks to provide BIPOC, low-income, disabled, and aging communities with safer pedestrian access to the BLRT stations. This project will provide improved access to employment opportunities and economic growth to the low-income, disabled, or minority populations. It will support the health and well-being of the community by promoting physical activity and providing direct access to schools, parks, and stores. Moreover, the project aims to reduce the dependence on single occupancy vehicles and encourage transit as a viable alternative. The project benefits specific to disadvantaged communities include:

Multimodal Safety: The project includes safety improvements for equity populations relying on transit and walking as their mode of transportation. The project provides multimodal benefits by adding a new six-foot sidewalk and ADA accessible ramps that are protected from vehicular traffic.

Access: Improved access to education can provide BIPOC and low-income communities with economic upward mobility opportunities. North Hennepin Community College is conveniently located next to the 85th Avenue station, and the Blue Line Extension will connect Brooklyn Park residents to Minneapolis, which offers many additional educational options.

Transportation Options: Many commuters in Brooklyn Park currently travel to work alone in their cars, making up 72 percent of the workforce. Carpooling to work is the second most common way of commuting, accounting for 12 percent of the total population. For households with low incomes, transportation costs can be a significant burden, resulting in difficulties in paying their rent or other expenses. However, with the upcoming Blue Line stations, improved pedestrian access provides an additional transportation option of transit for commuters.

Public Health: According to the EPA's EJ screening tool, Hampshire Avenue is in an area of concentrated poverty with higher levels of diesel particulate matter (PM) than the state average, falling within the 93rd percentile. PM is the exhaust emitted from trucks, single-occupancy vehicles, and other motor vehicles, and it contributes to various health issues, including lung diseases and cancers. With better access to transit, single-occupancy vehicle travel can decrease during the morning and evening commuter peak hours by making the best use of transit options, helping to alleviate the amount of PM emitted.

The project will not negatively impact the disadvantaged populations present in the project area by maintaining access, while minimizing noise, dust, and traffic. During construction, current users will be directed towards alternate routes with easy-to-follow detour signing. Road closures are not anticipated.

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

Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents*
- ? improved access to destinations such as jobs, school, health care or other;*
- ? new transportation services or modal options;*
- ? and/or community connection and cohesion improvements.*

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:

As shown on the Socio-Economic Conditions maps, there are 1,811 publicly subsidized rental housing units in census tracts with ½ mile of the project, including:

- Park Haven
- Creekside Gable
- Rustic Manor
- West Broadway
- Willow Park
- Willow Brook
- Garden Gates
- Blue Ridge
- The Groves
- Highland Gables
- Waterford Manor Senior Housing
- Waterford Estates Senior Housing
- Brooklyn West

Eleven of the 13 affordable housing developments are located within ½ mile of the 63rd Avenue project segments. The remaining Park Haven and Creekside Gables affordable housing developments are within ½ mile of the Brooklyn Boulevard project area.

As shown on the Equity Populations and Destinations map, the sidewalk improvements will provide safety and transportation benefits to the Park Haven and Creekside Gables affordable housing residents within ½ mile of the Brooklyn Park Boulevard project area. Engaged activities include but are not limited to attending worship service at the Prince of Peace Lutheran Church, picking up children at Brooklyn Park Elementary or Kindercare, and/or shopping at Cub Foods.

In addition, there are several places of worship (The Church of Brooklyn Park, First Lutheran Church of Crystal, and North Center Baptist Church) within ½ mile of the 63rd Avenue project segments. Educational opportunities are also available at Prairie Seeds Academy. The new sidewalk construction will provide improved access from their homes to these destinations.

Expanding the current sidewalk network provides multimodal improvements for these residents of affordable housing using walking as their mode of

transportation for short trips to the grocery store, church, or health services. In addition, providing access to the Blue Line stations will offer low-income residents better access to new transportation options. For households with lower incomes, transportation costs can be a significant burden, resulting in difficulties in covering daily expenses. However, with the upcoming Blue Line stations, improved pedestrian access provides an additional transportation option of transit for commuters.

The Waterford Estates and Manor affordable housing complexes are situated along Louisiana Avenue, within walking distance of the proposed 63rd Blue Line Station. New sidewalk will be constructed along Louisiana Avenue, providing safer walking conditions to the transit stations, in addition to North Lions Club Park to the south. Since many elderly populations have limited mobility and are on fixed incomes, it is essential to provide pedestrian facilities to live a healthier lifestyle and enable them to "age in place."

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

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

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the "Socio-Economic Conditions" map used for this measure.

1702229238671_3_SocioEconomic_EquityAndDestinations_BLRT_Sidewalk.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

The proposed project will complete sidewalk gaps and improve pedestrian safety in four areas near the future BLRT. The planned BLRT station and roadway improvements will include a 10-foot wide multiuse trail along CSAH 103. This project will address gaps, as noted below, providing residents and employees with safe and accessible sidewalks connecting them to the planned multiuse trails, transit service, and BLRT transit stations.

-89th Avenue lacks a sidewalk between Xylon Avenue and CSAH 103. Along this corridor, the lack of pedestrian infrastructure results in pedestrians sharing the road with vehicles, posing a safety hazard. This project will fill a gap in the pedestrian network, allowing better access for employees to safely connect to transit routes 723, 724 and 760 along CSAH 103.

-The 76th Avenue (CSAH 103 to Kentucky Avenue) segment will fill a gap that will also connect into a future sidewalk system network. The City intends to construct, with SRTS funding, sidewalks along Hampshire Avenue to 73rd Avenue and 73rd Avenue back to CSAH 103. 76th Avenue is a high-volume local roadway (existing AADT is 3,129), in a disadvantaged area and has moderate to high speeding issues. The sidewalk segments included as part of this project will remove pedestrians and cyclists from the high-volume roadway and give them a separated facility to safely travel the corridor.

-Louisiana Avenue sidewalk segment will fill a gap between the sidewalks along 63rd Avenue and 62nd Avenue and help the Waterford retirement complex access the proposed new signal at 63rd Avenue / Louisiana Avenue to cross 63rd Avenue to the BLRT Station.

-The existing traffic signal at CSAH 103 / 84th Avenue is planned to be relocated with the BLRT Project to the CSAH 103 / College Park Drive intersection which will increase traffic along College Park Drive. The sidewalk segments included as part of this project on College Park Drive will remove pedestrians and cyclists from the high-volume roadway and give them a separated facility to safely travel the corridor.

-The Hampshire Avenue segment will fill a gap from the 63rd Avenue trail system to the Willows Apartment Complex off 67th Ave.

-The 65th Avenue segment will also fill a future gap by connecting CSAH 8 to the existing sidewalk at the back of the existing 63rd Avenue Station.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The Blue Line Extension LRT Sidewalk Connection project will address current safety issues in four areas near the future Blue Line Extension. Between 2013 and 2023, there were 77 crashes across all four project areas.

-In the 93rd Avenue station area, there were 16 crashes - three of which were injury type crashes.

-In the 85th Avenue station area, there were five crashes - two of which were injury type crashes.

-In the Brooklyn Boulevard station area, there was the highest number of crashes reported with 39 crashes - 12 of which were injury type crashes. Most importantly, there were four crashes that involved vehicles with pedestrians/bicyclists.

-In the 63rd Avenue station area, there were 17 crashes - five of which were injury type crashes.

Pedestrians using the current project corridors are often forced to share the road with vehicular traffic, which increases the risk of conflict. Constructing pedestrian facilities will help reduce the number of crashes involving pedestrians traveling to and from the planned BLRT stations and other destinations along CSAH 103 and CSAH 81. According to the FHWA Office of Safety Proven Safety Countermeasures, there is a reduction in crashes involving pedestrians walking along roadways by 65 to 89 percent. The project includes construction of sidewalks that will improve pedestrian safety within the four project areas.

All project sidewalks will connect to upcoming planned BLRT station safety enhancements. For example, the existing section of CSAH 103 between the 93rd Avenue and 85th Avenue stations has no protected pedestrian facilities, with only 10-foot shoulders available. Additionally, there is currently a lack of sidewalk connectivity between the College Park Drive and 82nd Avenue corridors and the upcoming 85th Avenue station.

As planned developments are green lighted and the Blue Extension LRT is constructed, there will be a higher number of pedestrians travelling to homes and jobs east and west of CSAH 103 and CSAH 81. The increase of pedestrian activity will require drivers to be more attentive while traveling the corridor, reducing the potential of pedestrian and bicycle crashes. In addition, the increased presence of pedestrians also helps bring an increased sense of security to the area.

Measure A: Multimodal Elements and Connections

Response:

The Blue Line Extension LRT Sidewalk Connection project includes eight pedestrian facility enhancements at locations where there is currently no available sidewalk infrastructure or sidewalk on one side of the roadway. The project will ensure that a sidewalk is provided on one side of the project roadway, except for sidewalks on both sides of 76th Avenue from Hampshire Avenue to Jersey Avenue. The primary objective of this project is to create a safer pedestrian environment for those who are accessing both present and future transit options.

The proposed Blue Line LRT Extension is a 13.5-mile light rail project expected to improve transportation connectivity and accessibility in the Minneapolis metropolitan area. The project is aimed at providing a sustainable and efficient mode of public transportation for commuters, with stops in Brooklyn Park, Golden Valley, Crystal, Robbinsdale, and Minneapolis. The primary goal of this project is to enhance pedestrian access and first and last-mile connectivity to the proposed Blue Line stations, including the 93rd Avenue, 85th Avenue, Brooklyn Boulevard and 63rd Avenue stations. The pedestrian to transit connections will safely integrate pedestrians, transit, and motor vehicles to improve the travel experience for all modes of transportation. In the City of Brooklyn Park, bicycles are allowed to use the sidewalks along with pedestrians.

At present, there are multiple intersections within the scope of the project that either have Metro Transit bus stations or are located along existing transit routes. The 89th Avenue corridor has a stop located at the intersection of 89th Avenue and Xylon Avenue with a connection to route 724. There are bus stops on College Park Drive and 82nd Avenue towards the eastern end of the corridors. Along CSAH 103, multiple routes such as 723, 724, and 760 are available. The western end of the corridor is serviced by a station located at the intersection of CSAH 103 and 76th Avenue, providing access to routes 705 and 764. Hampshire Avenue is situated on transit route 716, serving nearby municipalities such as Crystal and Robbinsdale. Finally, Louisiana Avenue is home to a bus station on the northernmost end of the corridor, offering northbound and southbound service via route 716. At these intersections with bus stop locations, the sidewalk facilities will provide ADA accessible ramps. The availability of pedestrian facilities will not only provide a safer and more convenient mode of transportation, but also help in reducing traffic congestion on the roads and enhancing transit routes.

(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 Blue Line Extension through Brooklyn Park is part of the Bottineau LRT. The Bottineau Community Works (BCW) program is a collaboration, led by Hennepin County in partnership with corridor cities and community stakeholders, to maximize the economic development value of the BLRT project and support infrastructure, transit access, and transit-oriented development planning outside of the Bottineau LRT project. As part of the planning effort, the BCW sought to improve pedestrian, bicycle, and shared ride connections near the Blue Line stations. Community engagement was essential in the planning process to reflect the community's diversity, engaging communities that have previously witnessed unequal and disproportionate public investment.

In Brooklyn Park, two community workshops were conducted, during which the current bike and pedestrian assets were reviewed, along with issues surrounding them and ways to improve upon those issues. Based on the information collected, the BCW identified a lack of safe and accessible pedestrian infrastructure in the area, as well as limited access to key transit destinations. The final, selected projects that would benefit from the construction of bicycle and pedestrian construction included the 63rd Avenue, Louisiana Avenue and Hampshire Avenue corridors.

The Blue Line Extension project is underway after encountering an issue with obtaining BSNF rail and pausing development efforts. The project has actively re-engaged communities, focusing on anti-displacement efforts and environmental justice. It has engaged communities that previously experienced unequal and disproportionate public investment. In Brooklyn Park, since 2020, there have been numerous attempts to receive feedback about rail alignments and positional impacts on housing and local businesses from historically underserved communities. This outreach includes canvassing, attending cultural events, and developing a community stakeholder list. The BIPOC community stakeholder list seeks to engage BIPOC communities by providing promotional materials and event details through websites and social media. The list includes African Career and Education Resources, Ebenezer Church, and Brooklyn Park Library as community connectors.

Brooklyn Park and Metro Transit will continue to involve community members throughout the construction of sidewalk facilities, using outreach, online communication, and continuous engagement to ensure that safety, mobility, and access are prioritized.

(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 project's 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. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

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

75%

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

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

1702229912955_OtherAttach_BLRT Sidewalk Plans1.pdf

Please upload attachment in PDF form

Additional Attachments

1702229912913_OtherAttach_AllStationMaps.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

Yes

100%

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

50%

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

25%

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

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):	\$1,851,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,851,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
OtherAttach_BP_ExistingPhotos.pdf	Existing Condition Photos	4.0 MB
OtherAttach_BrooklynPark_Sidewalk_OnePager.pdf	Brooklyn Park Sidewalk Project Summary	393 KB
OtherAttach_CityRes.pdf	City Resolution	47 KB
OtherAttach_HennepinCoLOS.pdf	Hennepin County Letter of Support	99 KB
OtherAttach_MetroTransitLOS.pdf	Metro Transit Letter of Support	457 KB

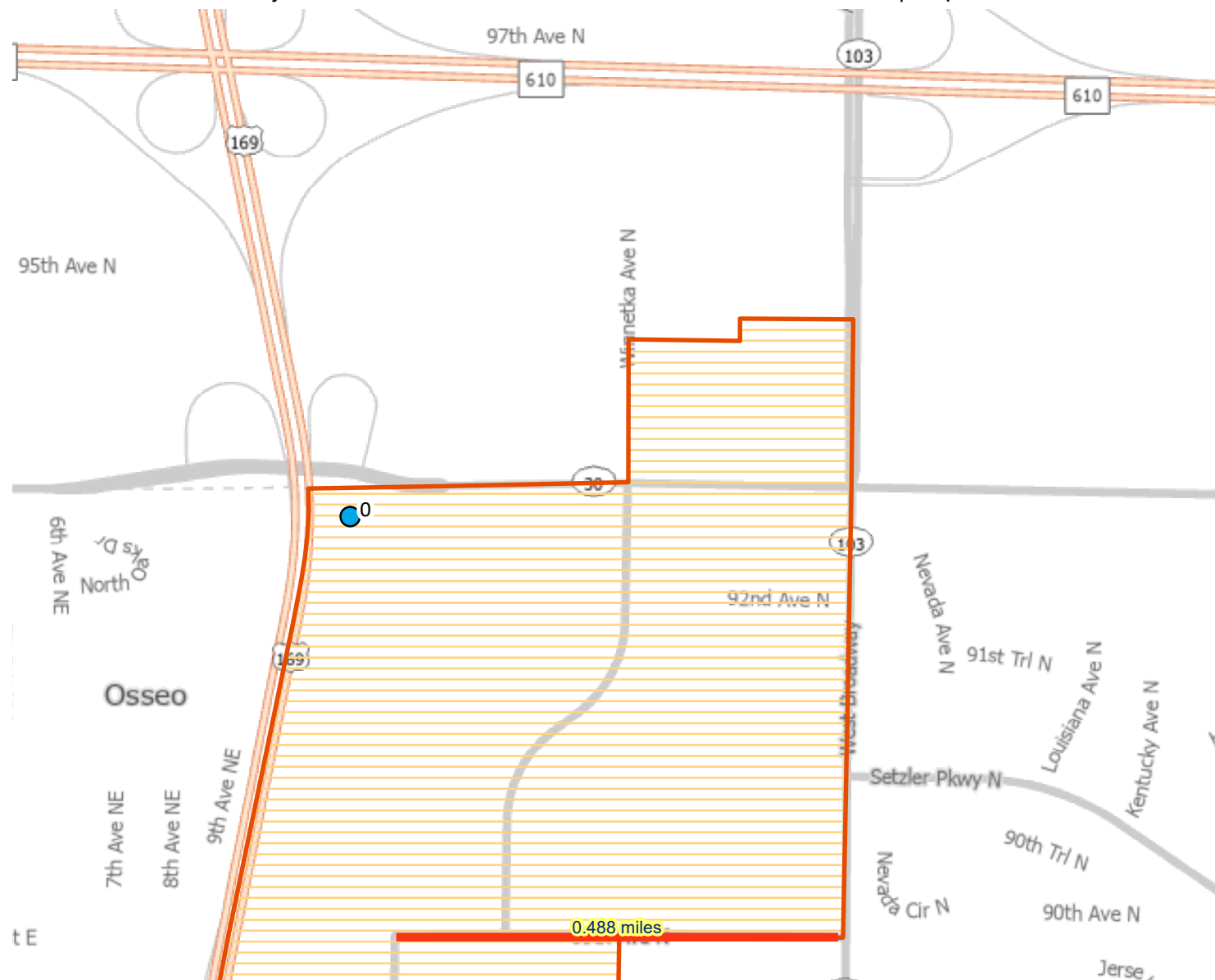
Regional Economy

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections 89th | Map ID: 1701381711107

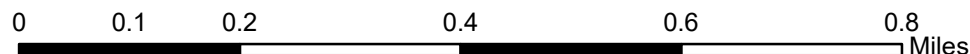
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 13749
Total Employment: 10521
Mfg and Dist Employment: 4854



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



Created: 11/30/2023
LandscapeRSA5

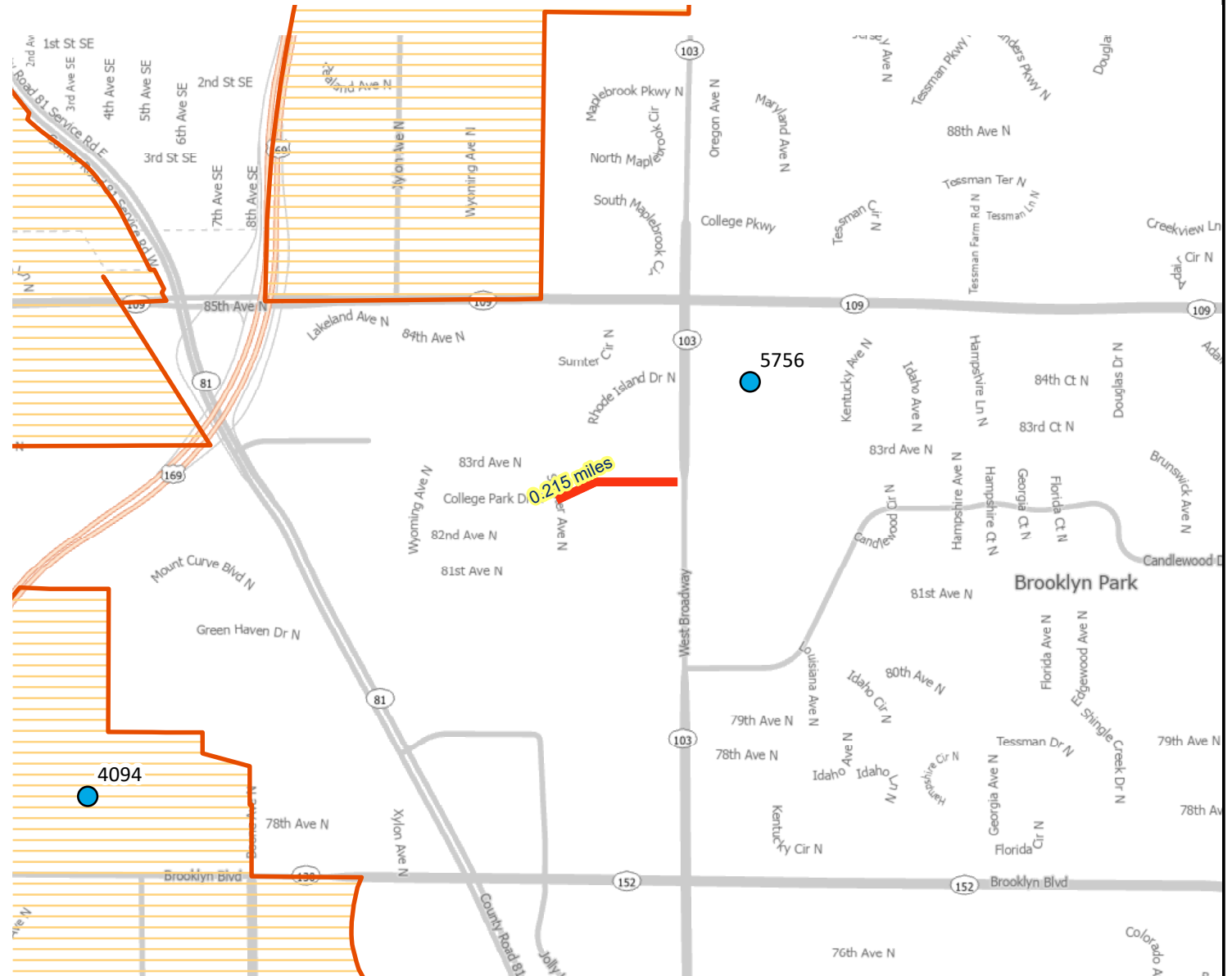


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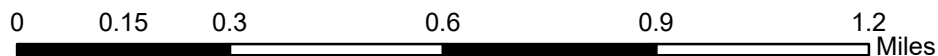
Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections College Dr | Map ID: 1701382021048

Within HALF Mi of project:
 Postsecondary Students: 5756
 Total Population: 11904
 Total Employment: 7903
 Mfg and Dist Employment: 2904



 Project
  Manufacturing/Distribution Centers

 Postsecondary Education Centers
  Job Concentration Centers



Created: 11/30/2023
LandscapeRSA5



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Regional Economy

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections Hampshire | Map ID: 1701382462931

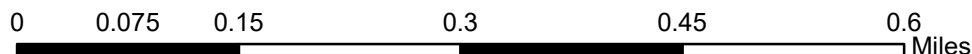
Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 20112
Total Employment: 7051
Mfg and Dist Employment: 2221



- Project
- Job Concentration Centers
- Manufacturing/Distribution Centers



Created: 11/30/2023
LandscapeRSA5



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Regional Economy

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections 76th | Map ID: 1701382235886

Results

Within HALF Mi of project:

Postsecondary Students: 0

Total Population: 13459

Total Employment: 8057

Mfg and Dist Employment: 1169



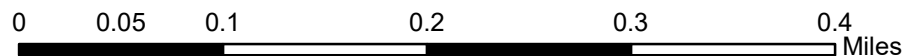
— Project



Job Concentration Centers



Manufacturing/Distribution Centers



Created: 11/30/2023
LandscapeRSA5



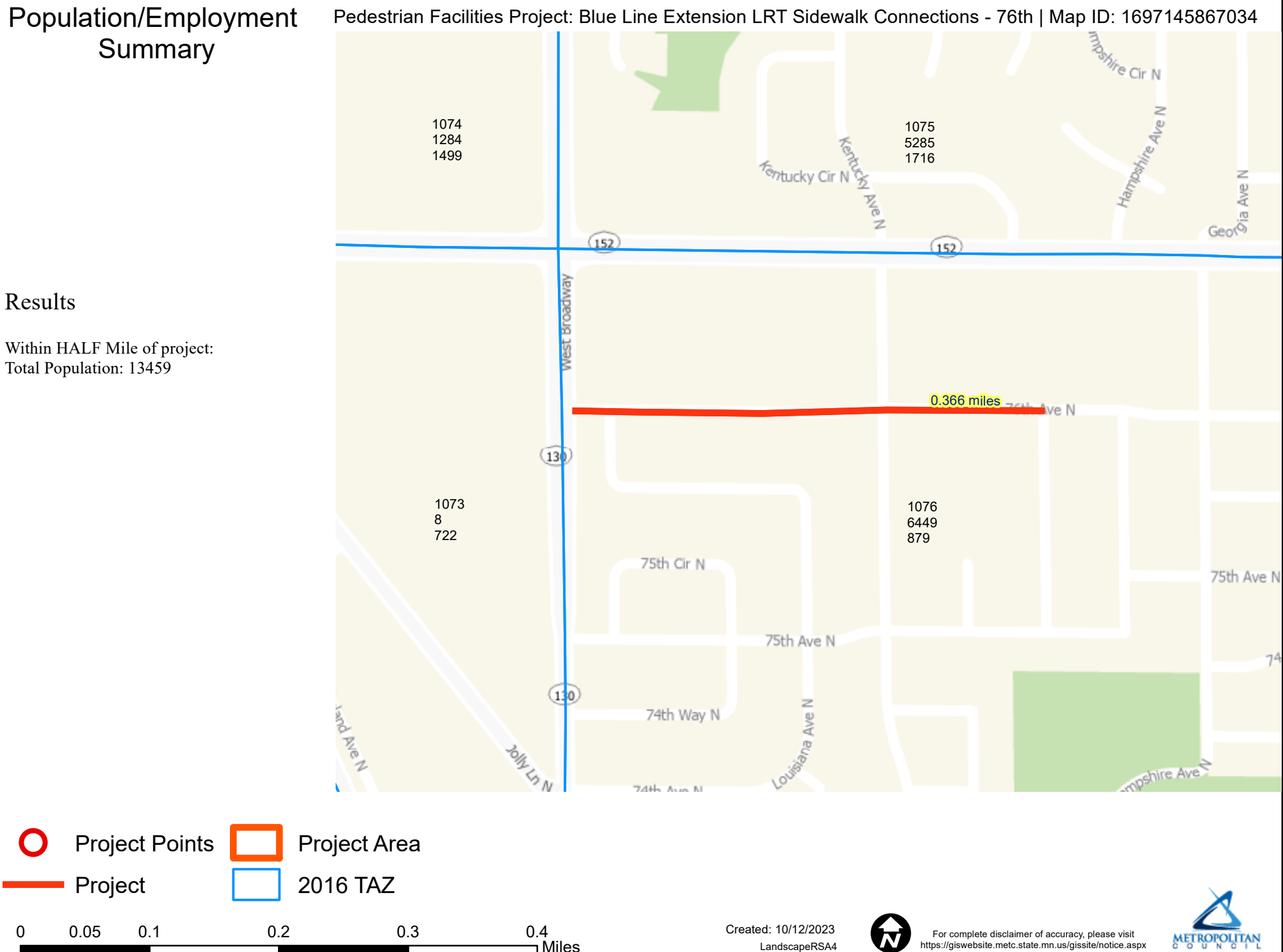
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Population/Employment Summary

Results

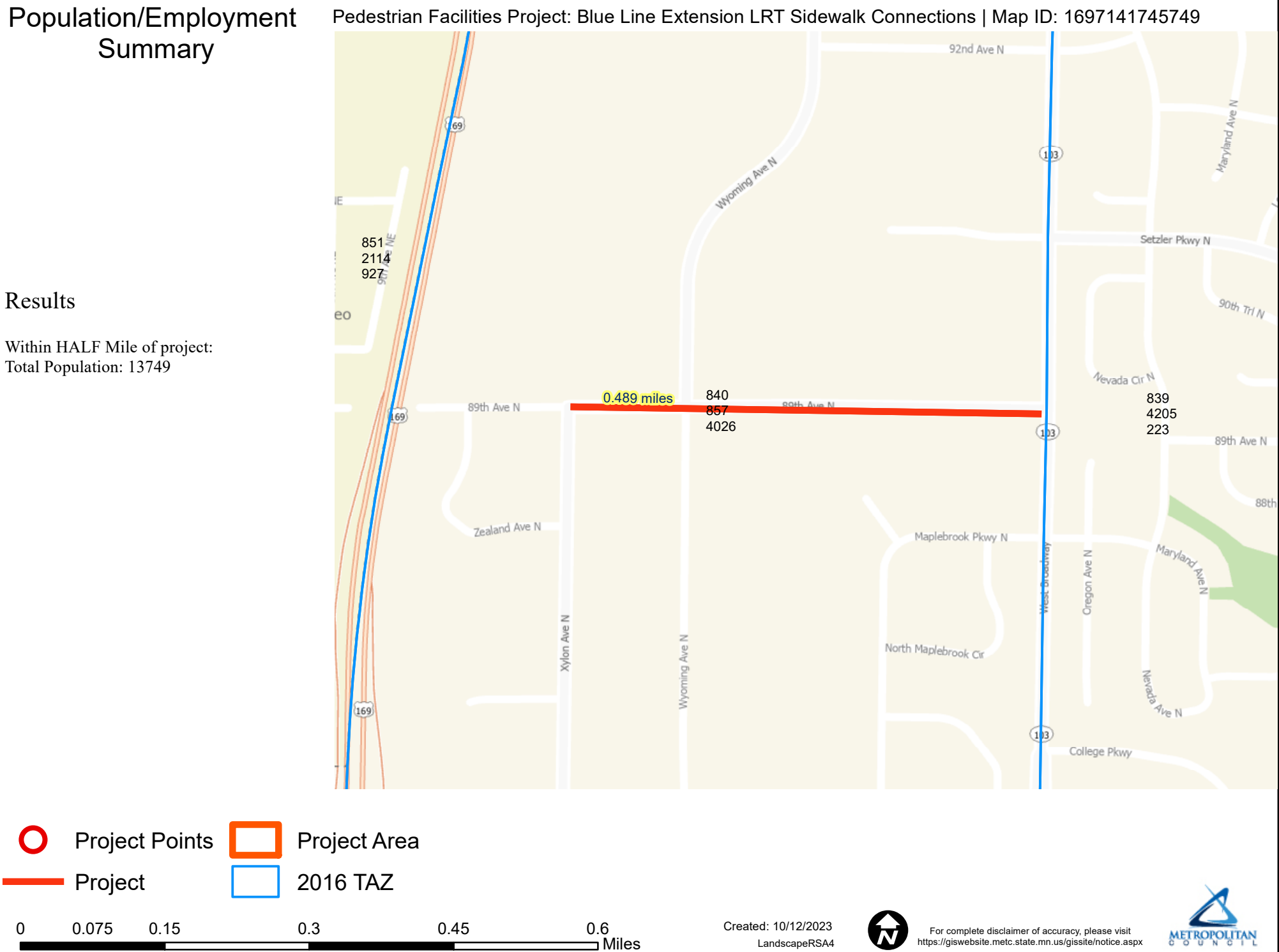
Within HALF Mile of project:
Total Population: 13459



Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 13749

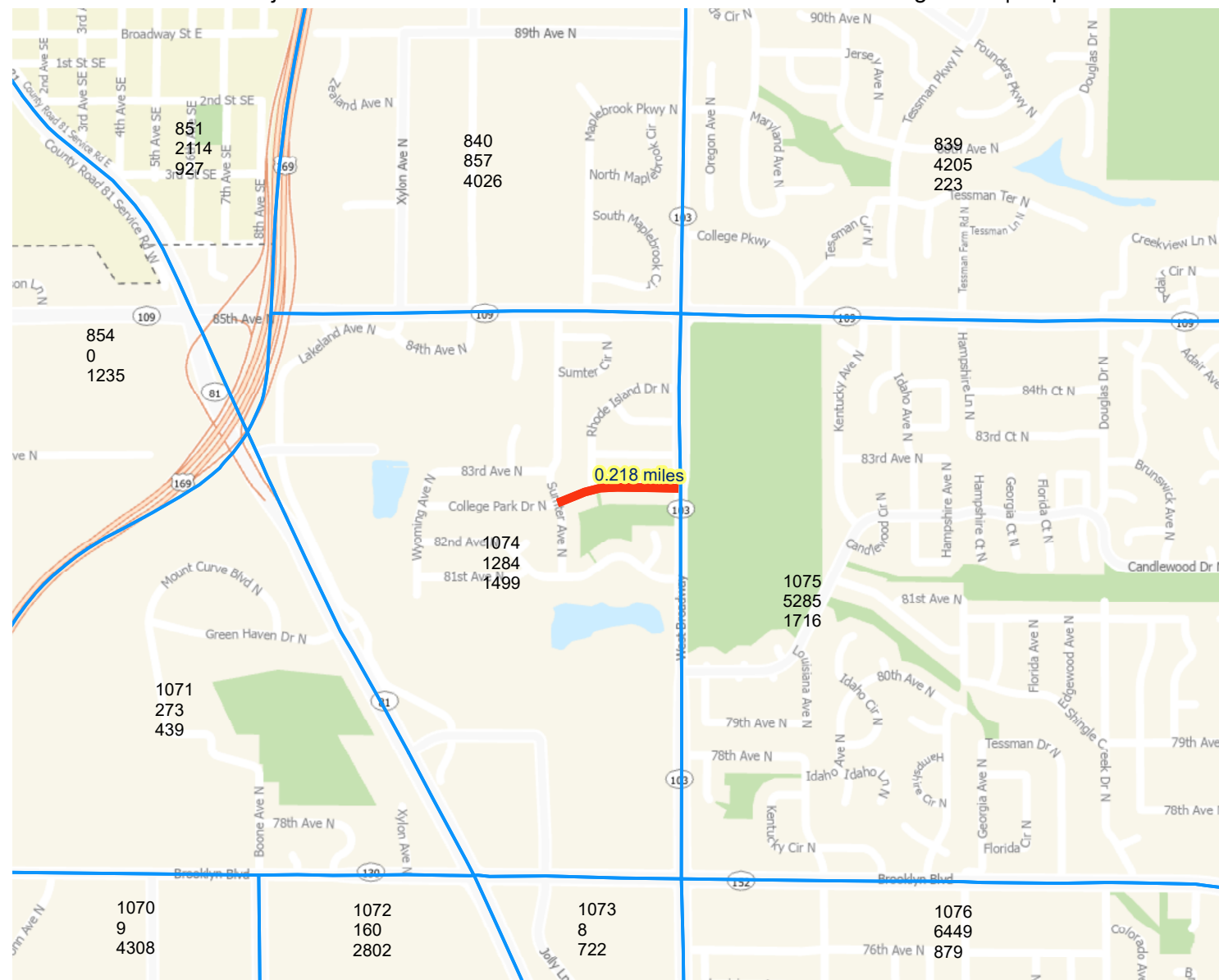


Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 11904

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections - College Park | Map ID: 169714379415



- Project Points
- Project Area
- Project
- 2016 TAZ

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 10/12/2023
LandscapeRSA4



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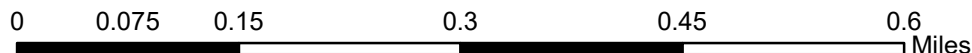


Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 20112

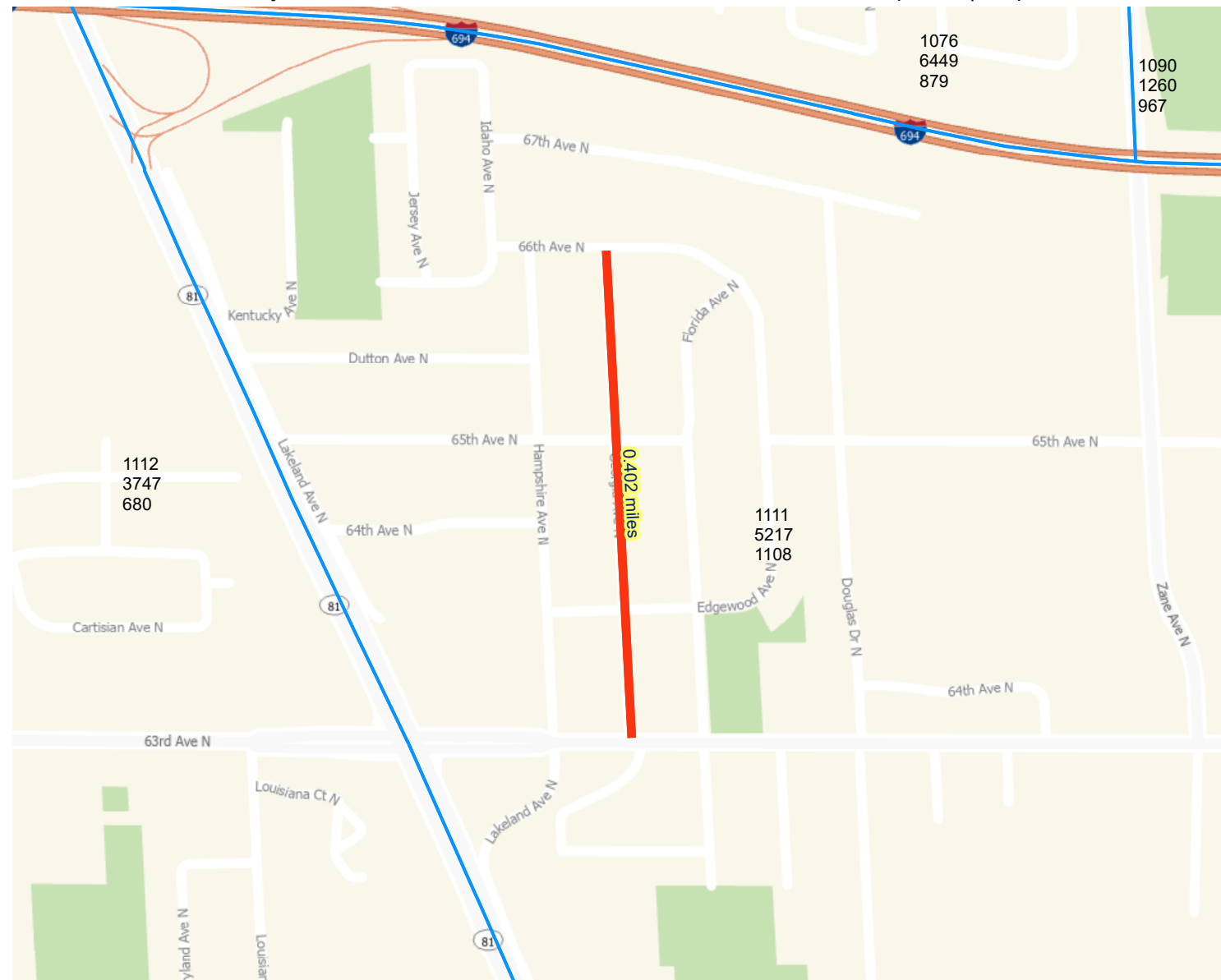
-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/30/2023
LandscapeRSA4



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



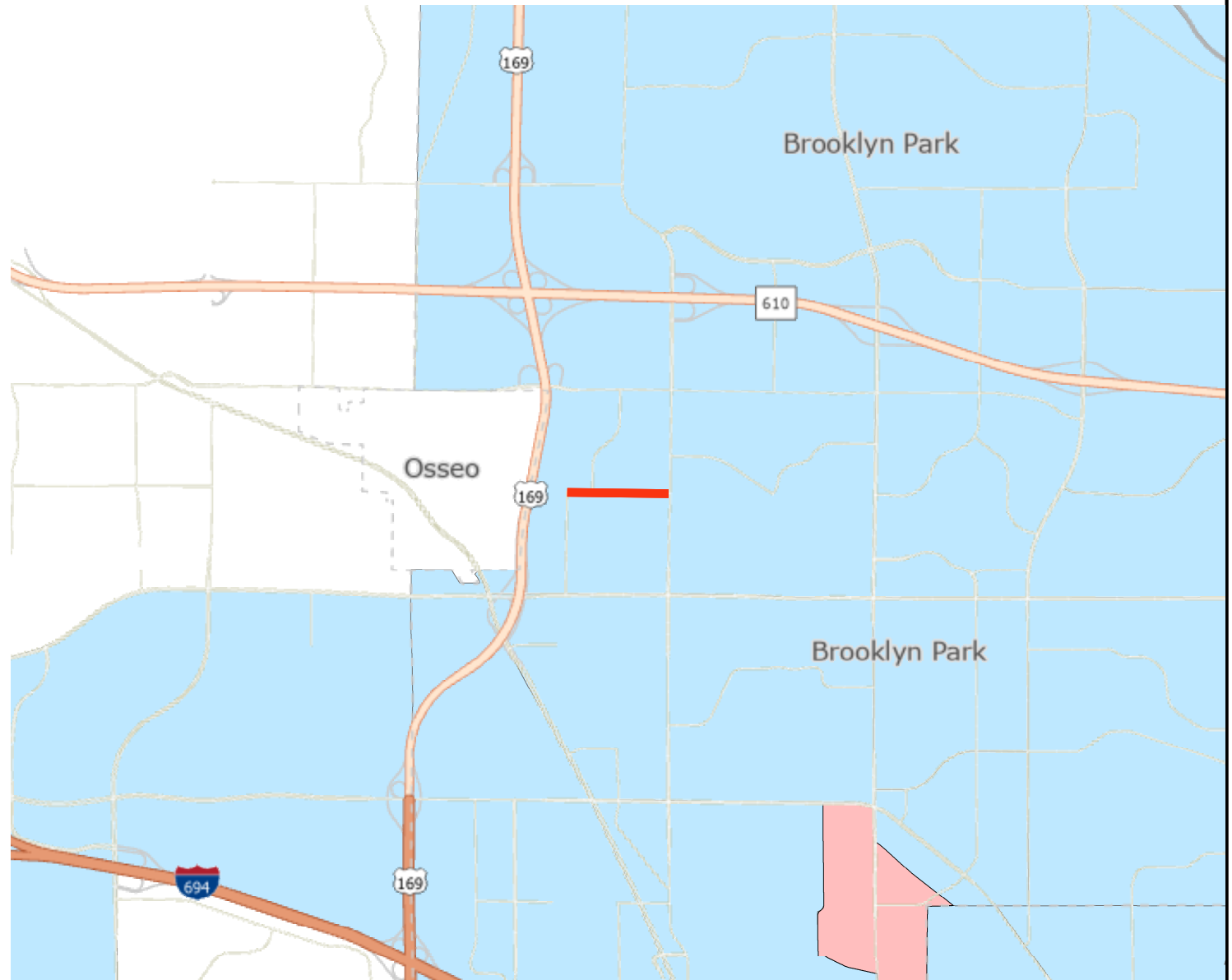
Socio-Economic Conditions

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections | Map ID: 1697141745749

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.475 0.95 1.9 2.85 3.8 Miles

Created: 10/12/2023
LandscapeRSA2



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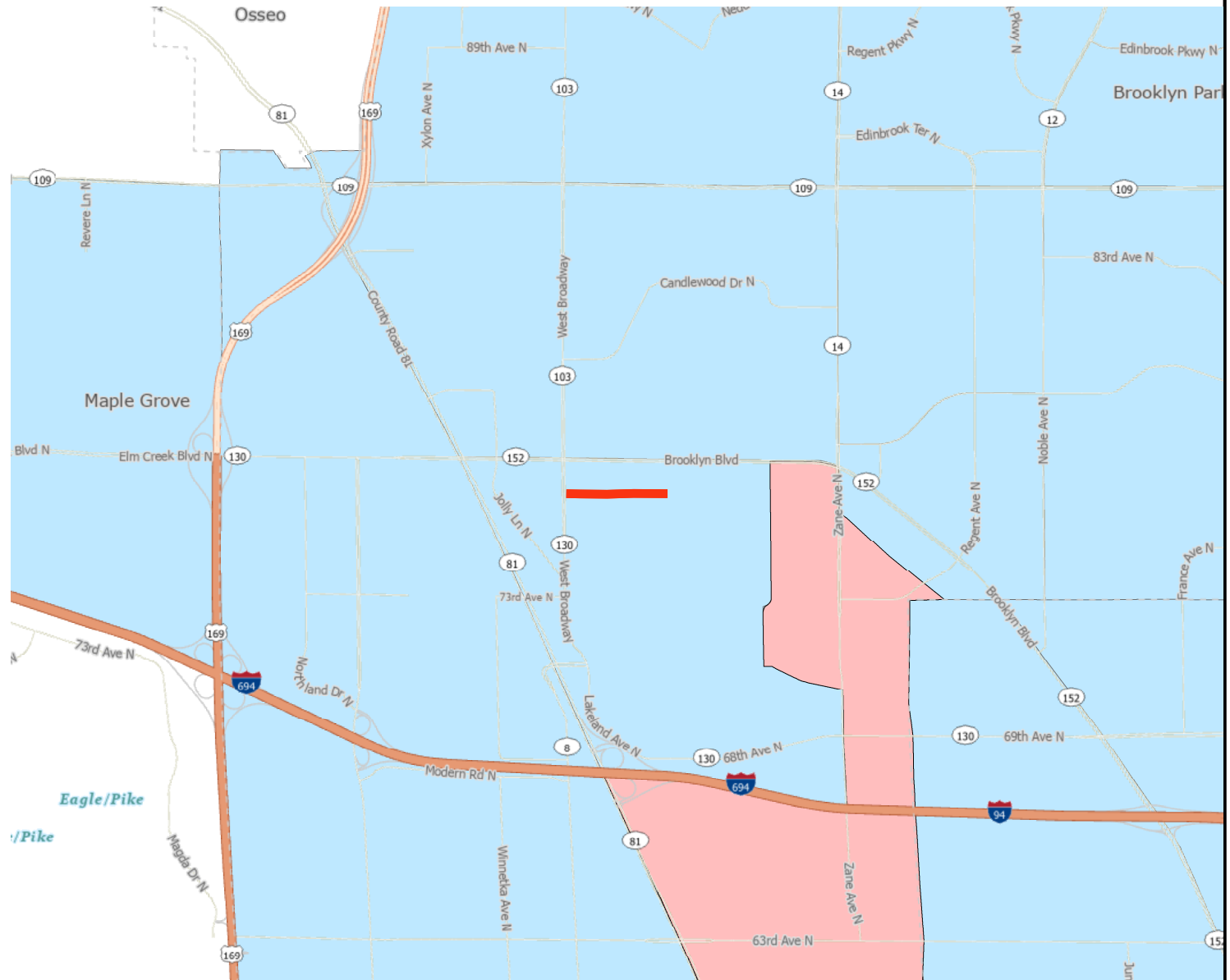
Socio-Economic Conditions

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections - 76th | Map ID: 1697145867034

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 719

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



— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.35 0.7 1.4 2.1 2.8 Miles

Created: 10/12/2023
LandscapeRSA2



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



Socio-Economic Conditions

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections - College Park | Map ID: 1697143794159

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 341

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



Lines



Regional Environmental Justice Area



Area of Concentrated Poverty

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 10/12/2023
LandscapeRSA2



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



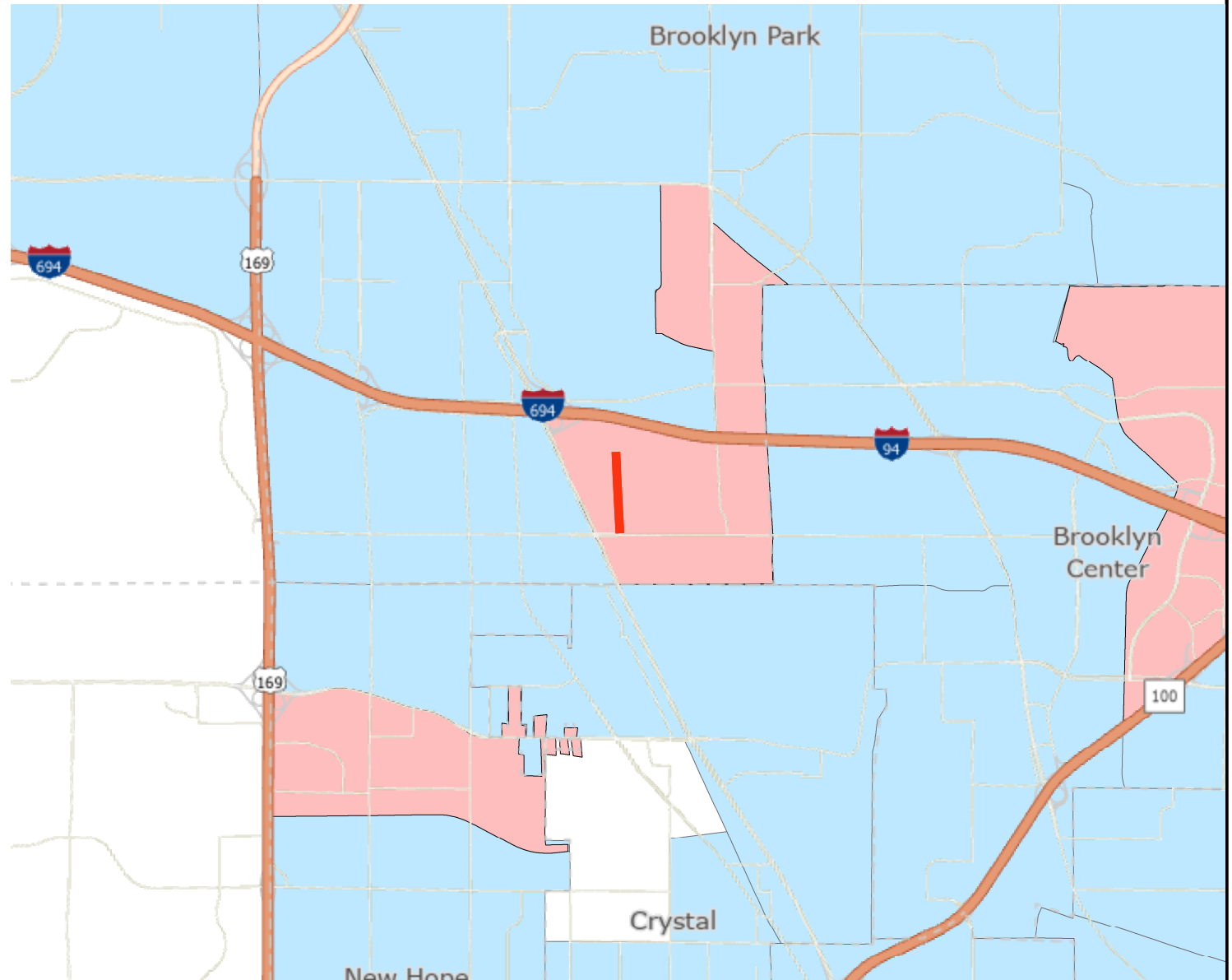
Socio-Economic Conditions

Pedestrian Facilities Project: Blue Line Extension LRT Sidewalk Connections - Hampshire Ave | Map ID: 1697146694783

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 751

Project located IN an Area of Concentrated Poverty.



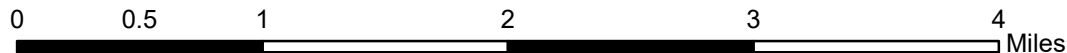
— Lines



Regional Environmental Justice Area



Area of Concentrated Poverty



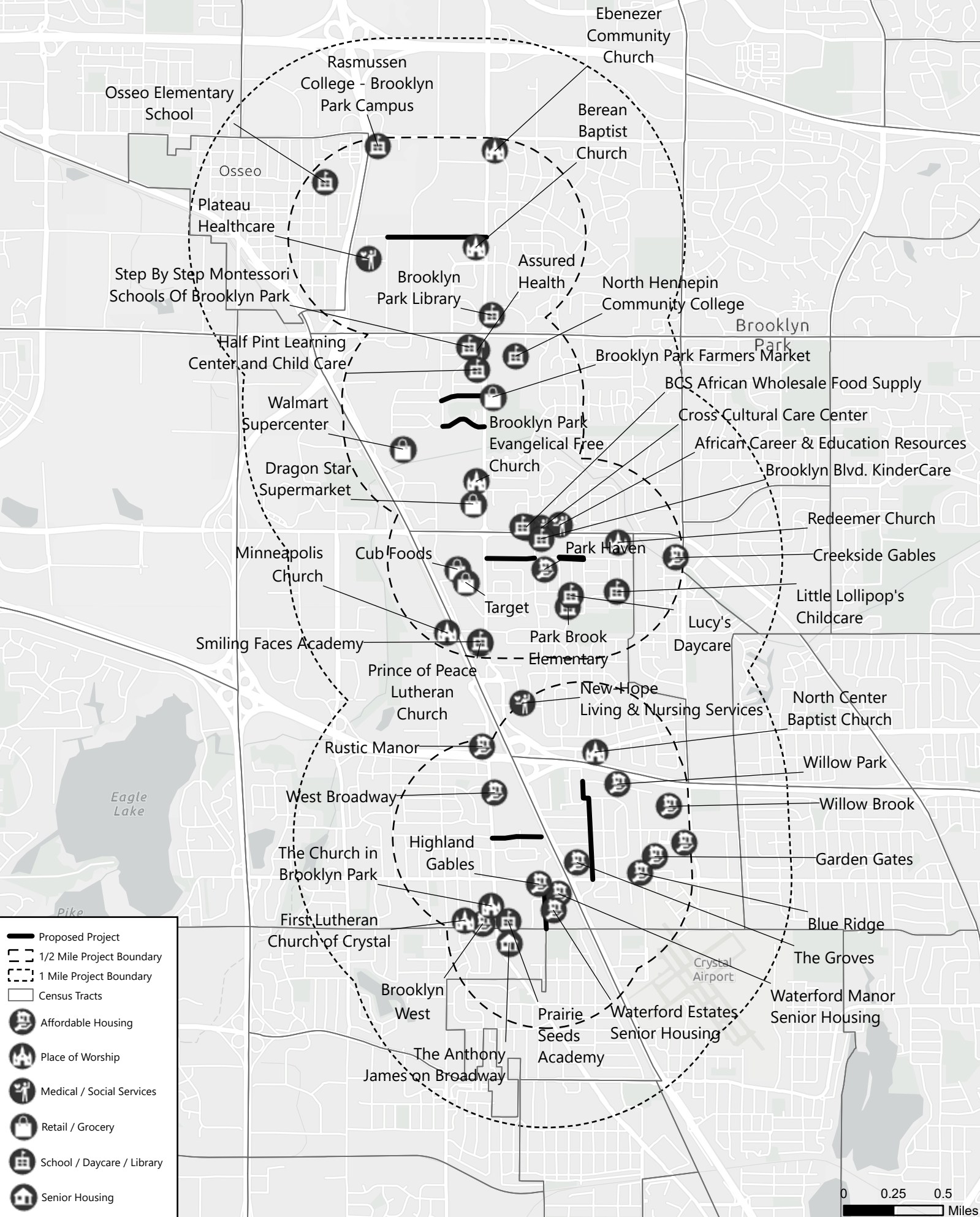
Created: 10/12/2023
LandscapeRSA2



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



Equity Populations and Destinations



- Proposed Project
- 1/2 Mile Project Boundary
- 1 Mile Project Boundary
- Census Tracts
- Affordable Housing
- Place of Worship
- Medical / Social Services
- Retail / Grocery
- School / Daycare / Library
- Senior Housing

0 0.25 0.5 Miles



EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

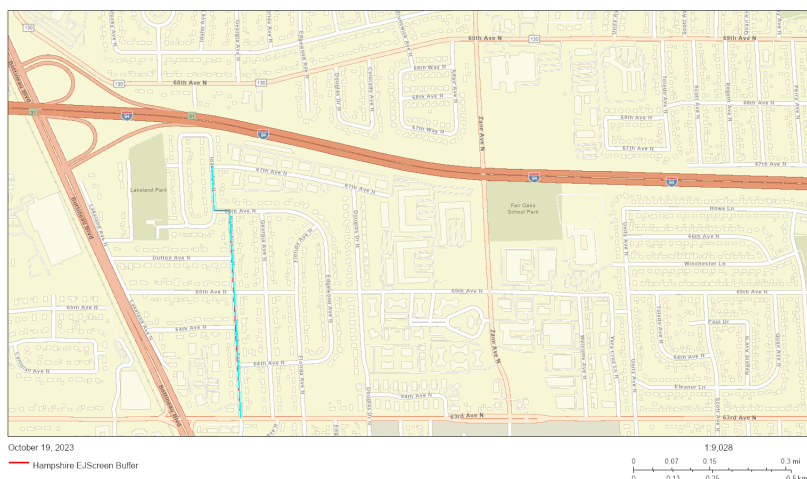
Brooklyn Park, MN

.5 miles Ring around the Corridor

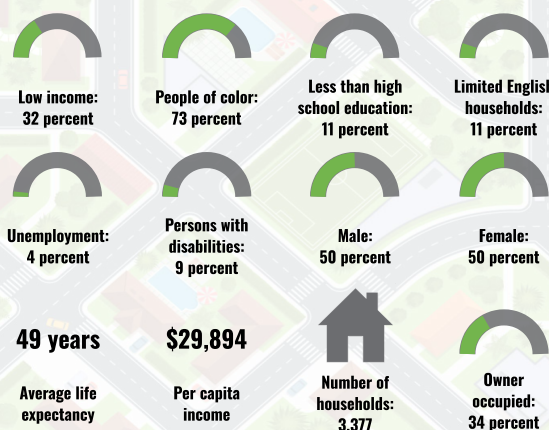
Population: 8,816

Area in square miles: 1.29

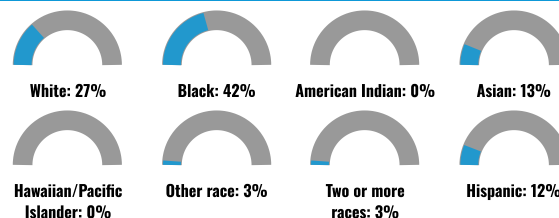
A3 Landscape



COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	65%
Spanish	10%
French, Haitian, or Cajun	2%
Vietnamese	1%
Other Asian and Pacific Island	10%
Other and Unspecified	10%
Total Non-English	35%

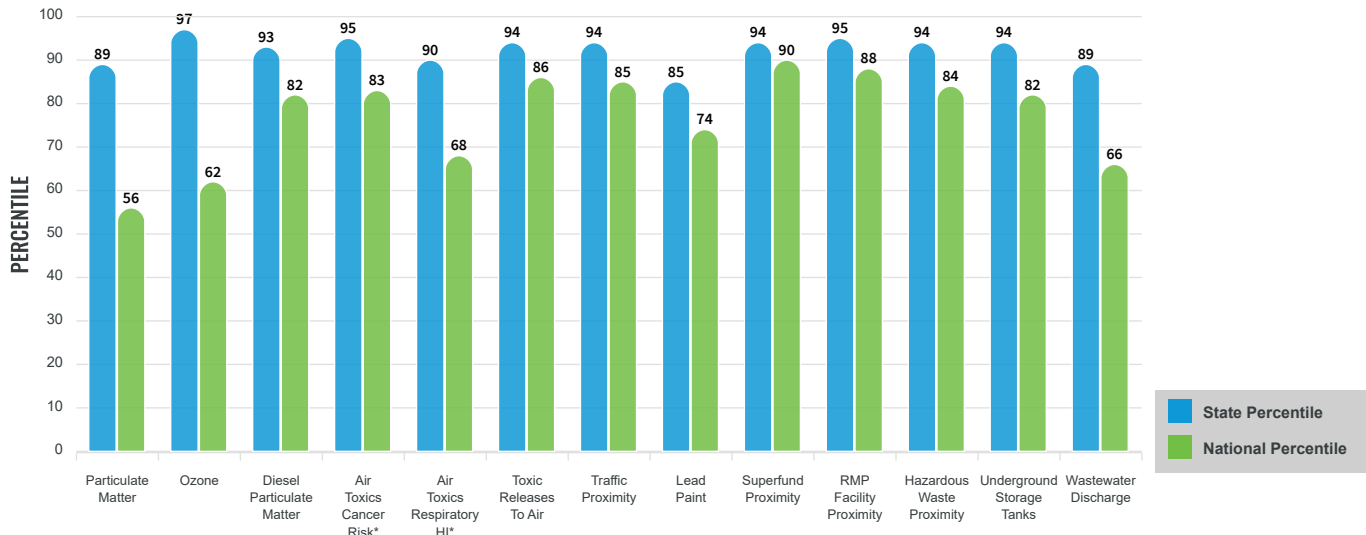
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

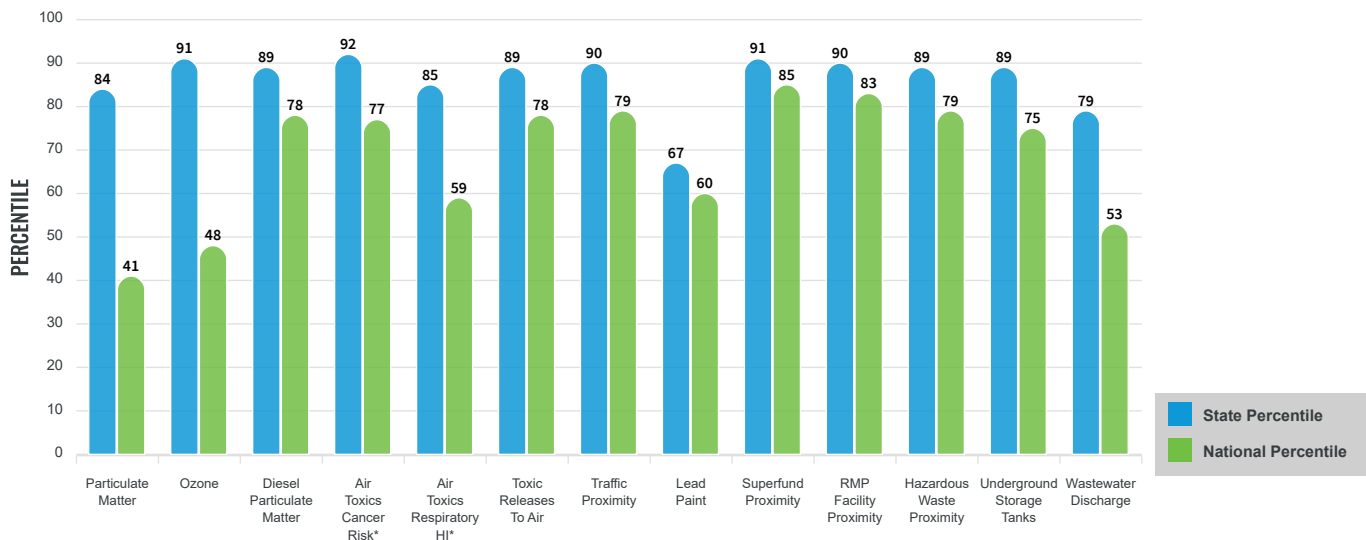
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for .5 miles Ring around the Corridor

EJSscreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	7.32	6.78	59	8.08	28
Ozone (ppb)	59.2	58.2	76	61.6	33
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.32	0.21	77	0.261	72
Air Toxics Cancer Risk* (lifetime risk per million)	30	22	69	25	52
Air Toxics Respiratory HI*	0.3	0.26	50	0.31	31
Toxic Releases to Air	1,800	1,500	79	4,600	70
Traffic Proximity (daily traffic count/distance to road)	390	140	91	210	87
Lead Paint (% Pre-1960 Housing)	0.3	0.33	54	0.3	58
Superfund Proximity (site count/km distance)	0.26	0.19	82	0.13	89
RMP Facility Proximity (facility count/km distance)	1	0.48	85	0.43	88
Hazardous Waste Proximity (facility count/km distance)	2.3	1.3	81	1.9	76
Underground Storage Tanks (count/km ²)	3.5	1.8	82	3.9	70
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00029	0.19	53	22	38
SOCIOECONOMIC INDICATORS					
Demographic Index	53%	22%	93	35%	77
Supplemental Demographic Index	16%	11%	84	14%	64
People of Color	73%	20%	96	39%	79
Low Income	32%	23%	75	31%	58
Unemployment Rate	4%	4%	63	6%	51
Limited English Speaking Households	11%	2%	94	5%	86
Less Than High School Education	11%	7%	81	12%	60
Under Age 5	8%	6%	79	6%	78
Over Age 64	10%	17%	25	17%	26
Low Life Expectancy	8%	17%	0	20%	0

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	0
Air Pollution	1
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	4
Hospitals	0
Places of Worship	2

Other environmental data:

Air Non-attainment	No
Impaired Waters	Yes

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for .5 miles Ring around the Corridor

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	8%	17%	0	20%	0
Heart Disease	4.3	5.6	24	6.1	16
Asthma	10.5	9	94	10	69
Cancer	4.1	6.4	7	6.1	12
Persons with Disabilities	8.5%	11.4%	27	13.4%	22

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	8%	46	12%	49
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	15%	11%	70	14%	63
Lack of Health Insurance	16%	5%	99	9%	87
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for .5 miles Ring around the Corridor



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK

ENGINEERING SERVICES DIVISION

Brooklyn Park

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5200 85TH AVE. N.

BROOKLYN PARK, MN. 55443

PH# 763/493-8100

FAX# 763/493-8391

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE _____

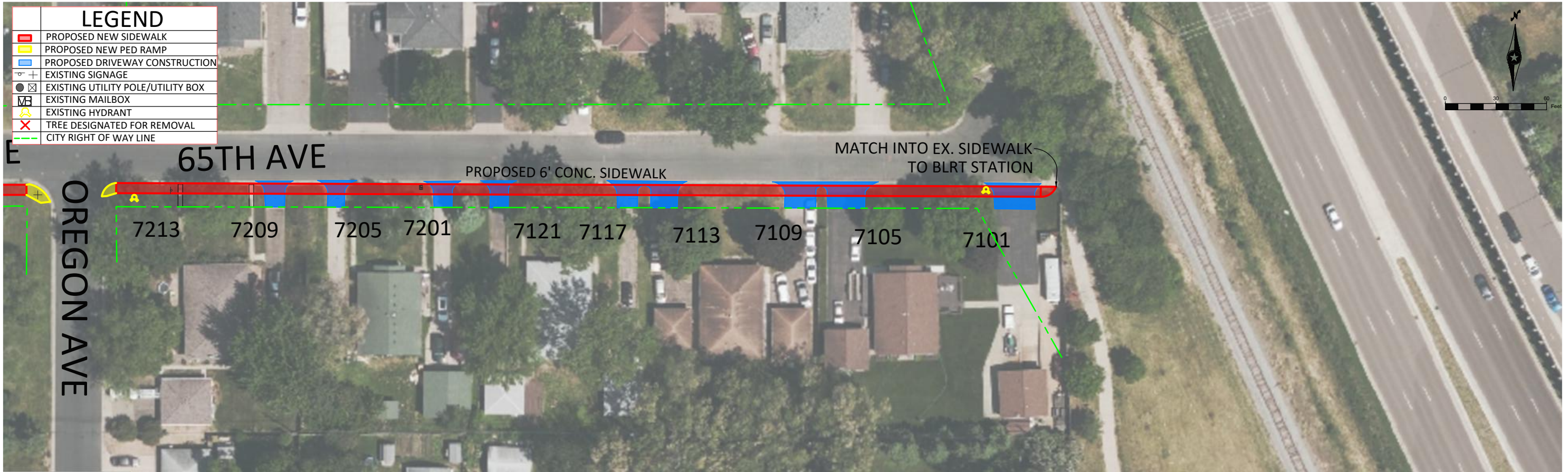
LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK

LOUISIANA AVE

62ND AVE TO 63RD AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED	SHEET 1 OF 10
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA	



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK
ENGINEERING SERVICES DIVISION



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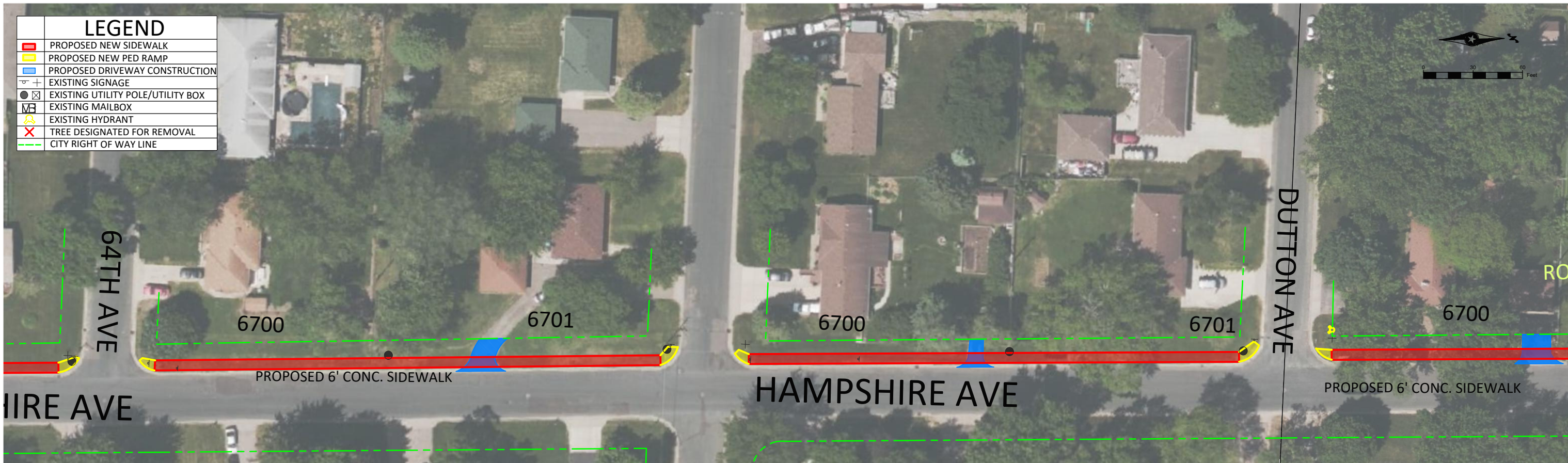
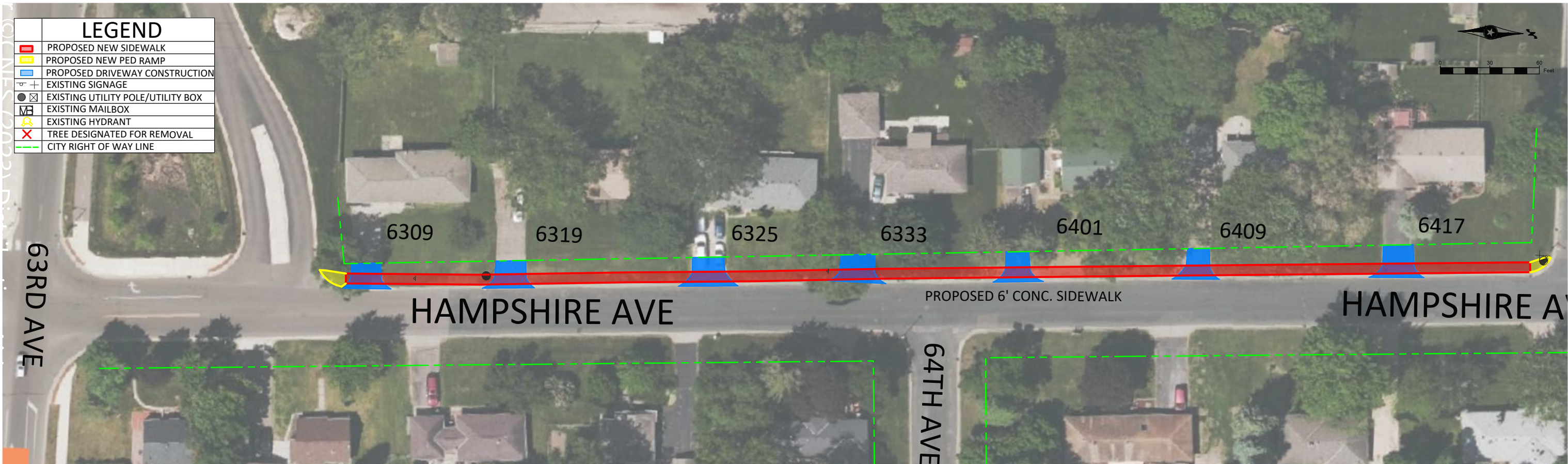
DATE _____ LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK

65TH AVE

W. BROADWAY AVE TO CSAH 81

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK
ENGINEERING SERVICES DIVISION



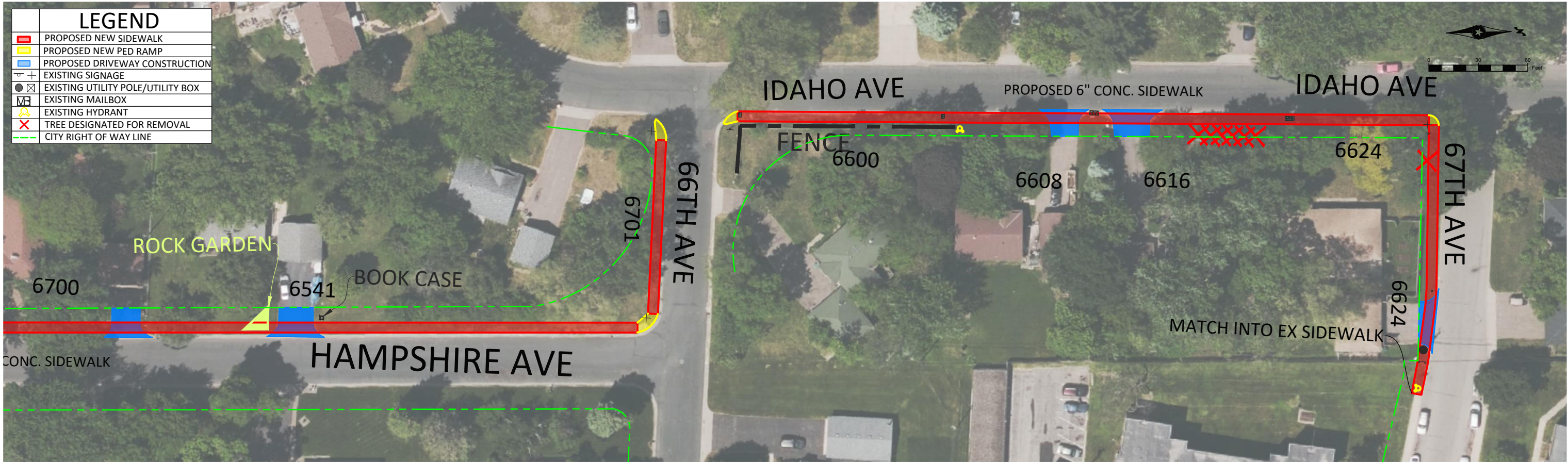
5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
PH# 763/493-8100
FAX# 763/493-8391

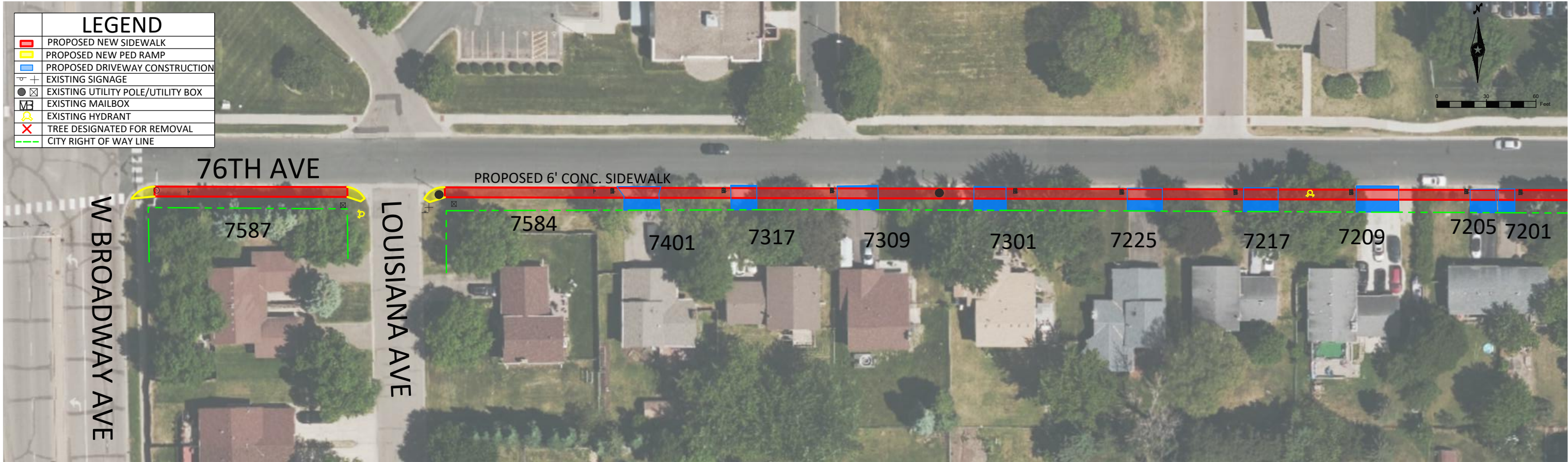
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DATE _____ LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK
HAMPSHIRE AVE
63RD AVE TO 67TH AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED	SHEET 3 OF 10
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA	





NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK
ENGINEERING SERVICES DIVISION



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BROOKLYN PARK, MN. 55443
PH# 763/493-8100
FAX# 763/493-8391

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CRAIG RUNNAKKO, P.E. CONSTRUCTION ENGINEER

DATE XX/XX/2023 LIC.NO. 26155

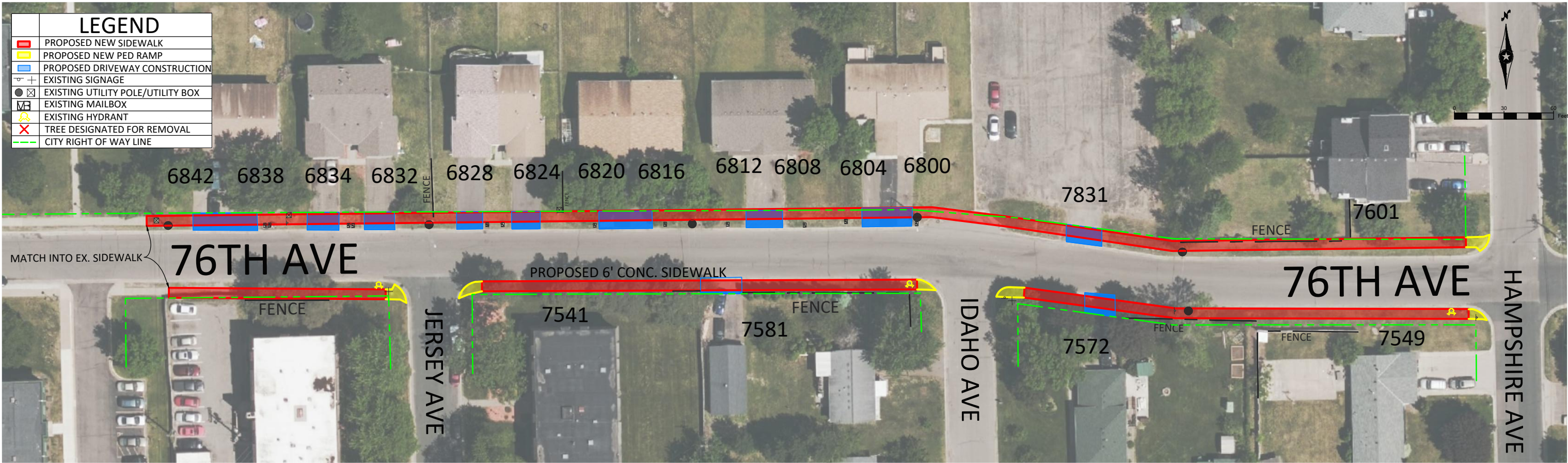
REGIONAL SOLICITATION - BLRT SIDEWALK

76TH AVE

W. BROADWAY AVE TO KENTUCKY AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED	SHEET 5 OF 10
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA	

LEGEND	
	PROPOSED NEW SIDEWALK
	PROPOSED NEW PED RAMP
	PROPOSED DRIVEWAY CONSTRUCTION
	EXISTING SIGNAGE
	EXISTING UTILITY POLE/UTILITY BOX
	EXISTING MAILBOX
	EXISTING HYDRANT
	TREE DESIGNATED FOR REMOVAL
	CITY RIGHT OF WAY LINE



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK

ENGINEERING SERVICES DIVISION



5200 85TH AVE. N.

BROOKLYN PARK, MN. 55443

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DATE _____ LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK

76TH AVE

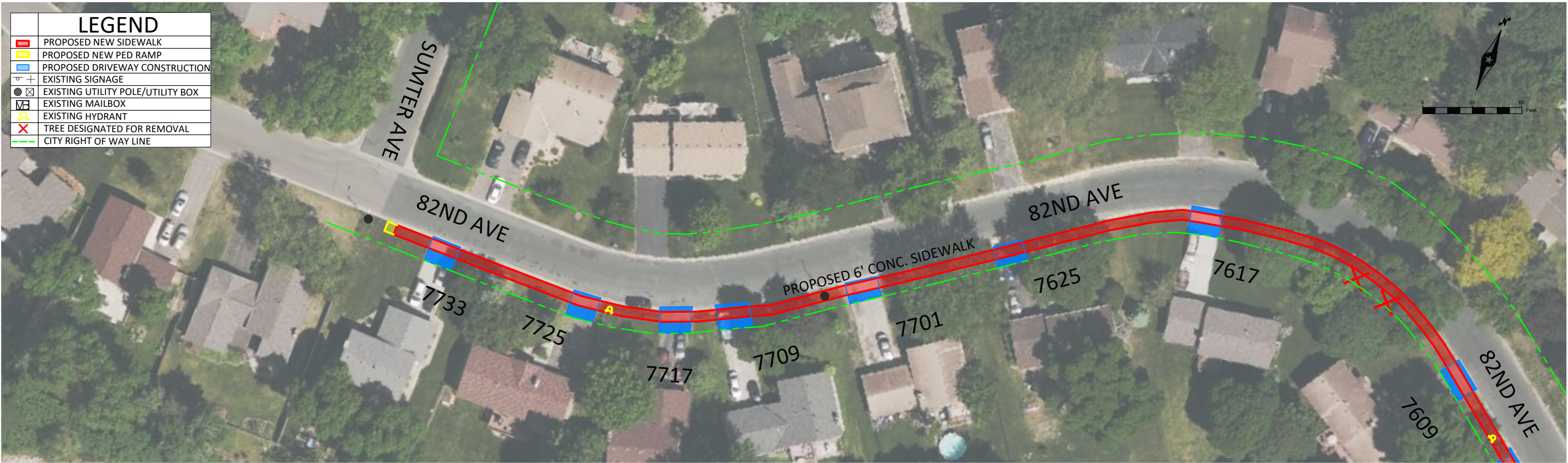
W. OF JERSEY AVE TO HAMPSHIRE AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA

SHEET
6

OF
10

LEGEND	
	PROPOSED NEW SIDEWALK
	PROPOSED NEW PED RAMP
	PROPOSED DRIVEWAY CONSTRUCTION
	EXISTING SIGNAGE
	EXISTING UTILITY POLE/UTILITY BOX
	EXISTING MAILBOX
	EXISTING HYDRANT
	TREE DESIGNATED FOR REMOVAL
	CITY RIGHT OF WAY LINE



LEGEND	
	PROPOSED NEW SIDEWALK
	PROPOSED NEW PED RAMP
	PROPOSED DRIVEWAY CONSTRUCTION
	EXISTING SIGNAGE
	EXISTING UTILITY POLE/UTILITY BOX
	EXISTING MAILBOX
	EXISTING HYDRANT
	TREE DESIGNATED FOR REMOVAL
	CITY RIGHT OF WAY LINE



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK
ENGINEERING SERVICES DIVISION

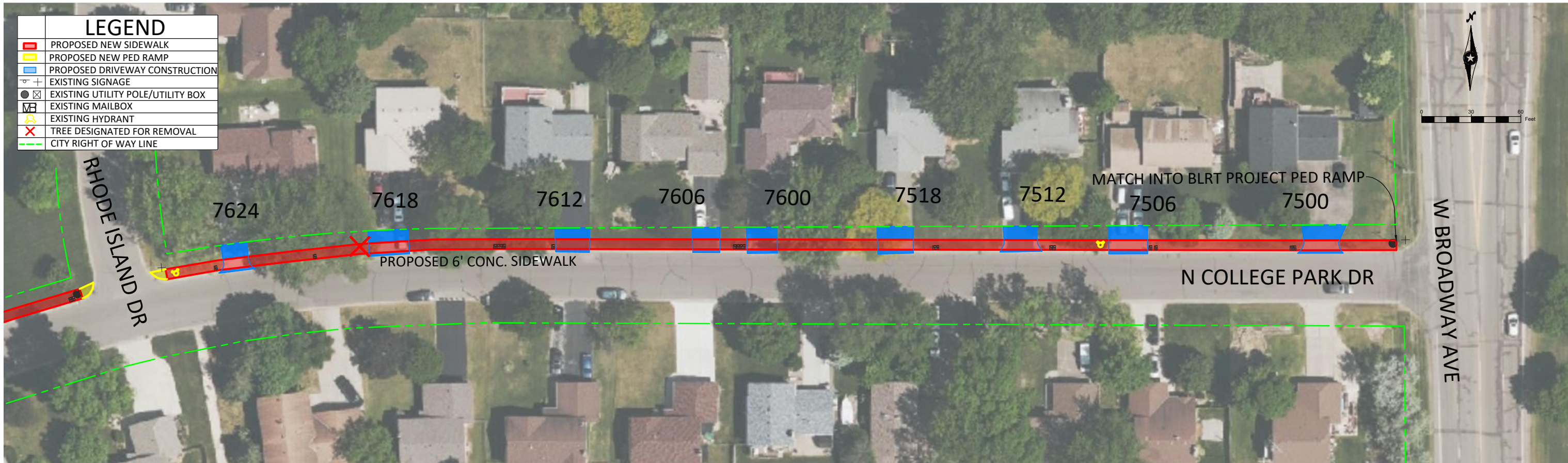
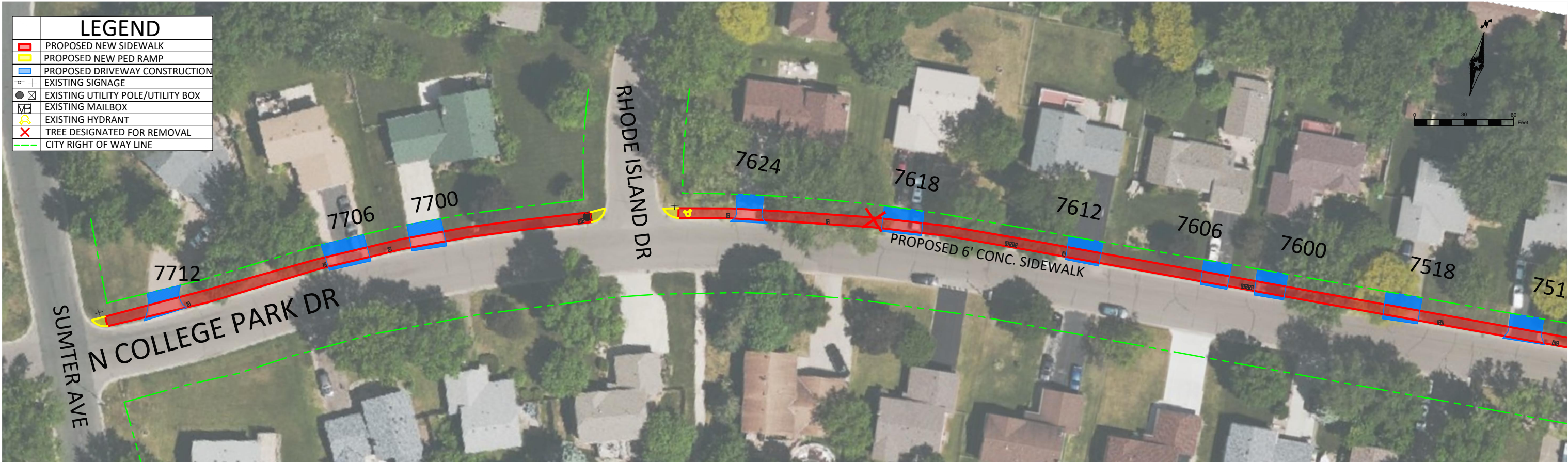
5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
PH# 763/493-8100
FAX# 763/493-8391

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DATE _____ LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK
82ND AVE
W. BROADWAY AVE TO SUMTER AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED	SHEET 7 OF 10
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA	



NO	DATE	BY	CKD	REVISION

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ENGINEERING SERVICES DIVISION

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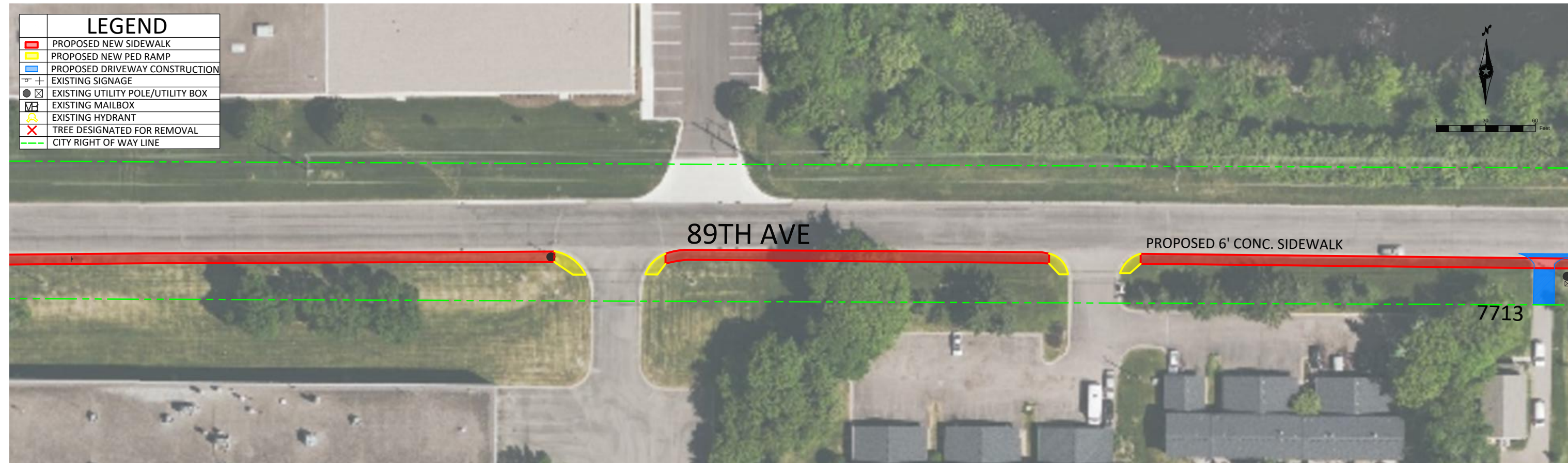
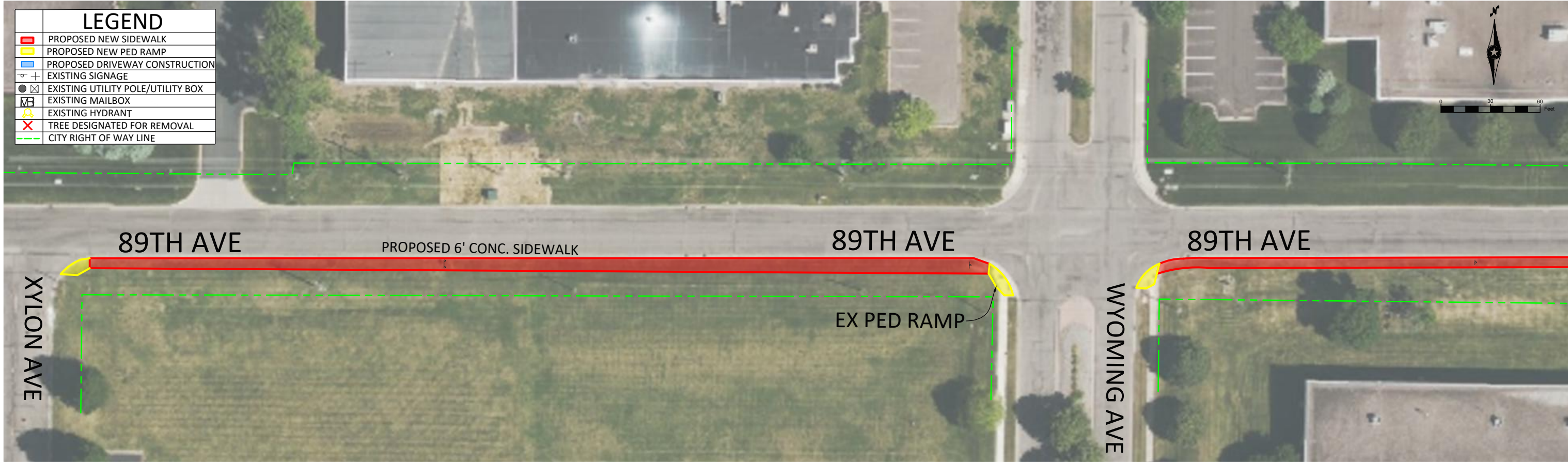
DATE _____ LIC.NO. _____

REGIONAL SOLICITATION - BLRT SIDEWALK

N COLLEGE PARK DR

W BROADWAY AVE TO SUMTER AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED	SHEET 8 OF 10
STATE PROJ. NO.	DESIGNED BY	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY	VERT. SCALE NA	



NO	DATE	BY	CKD	REVISION

CITY OF BROOKLYN PARK

ENGINEERING SERVICES DIVISION

Brooklyn Park



5200 85TH AVE. N.
BROOKLYN PARK, MN. 55443
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DATE _____

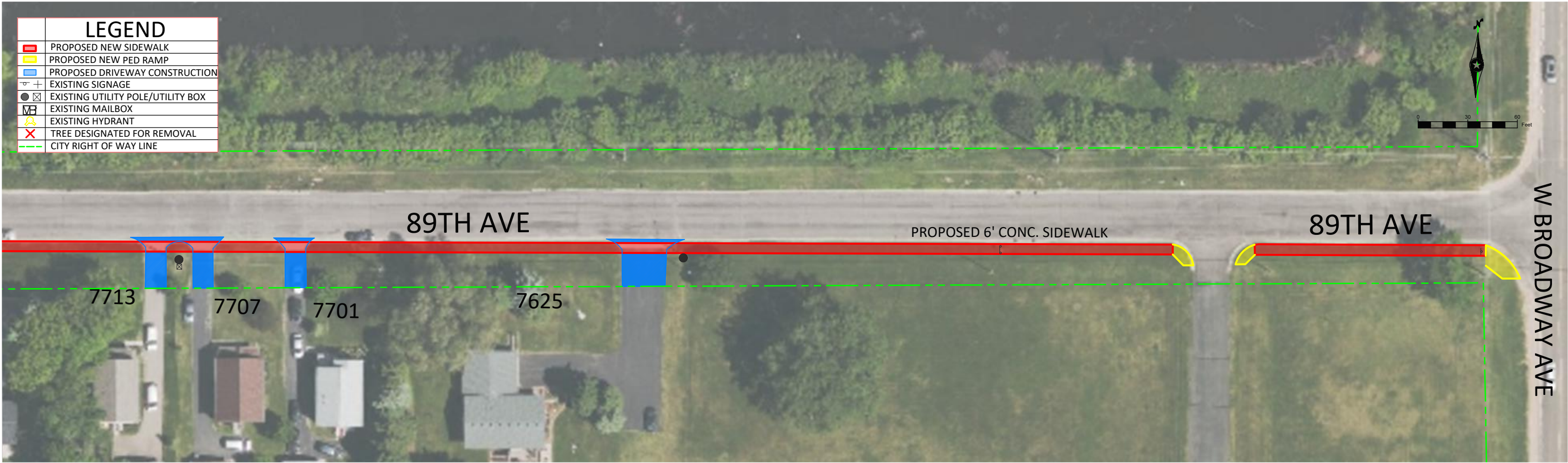
LIC.NO. _____

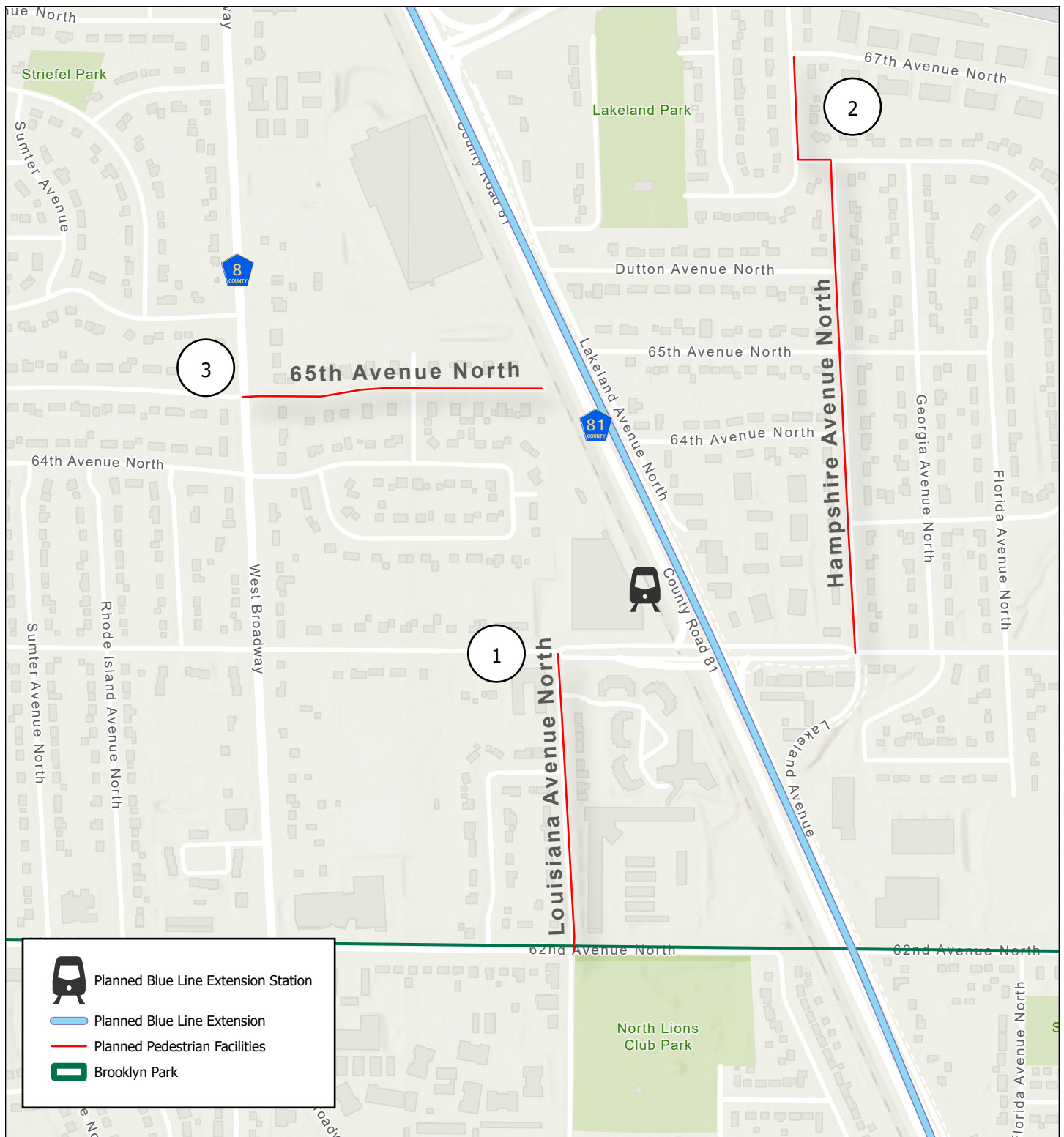
REGIONAL SOLICITATION - BLRT SIDEWALK

89TH AVE

XYLON AVE TO W. BROADWAY AVE

CAPITAL IMPROV. NO.	DRAWN BY NJM	DATE APPROVED _____	SHEET 9 OF 10
STATE PROJ. NO.	DESIGNED BY _____	HORIZ. SCALE 1"=30'	
STATE AID PROJ. NO.	CHECKED BY _____	VERT. SCALE NA	





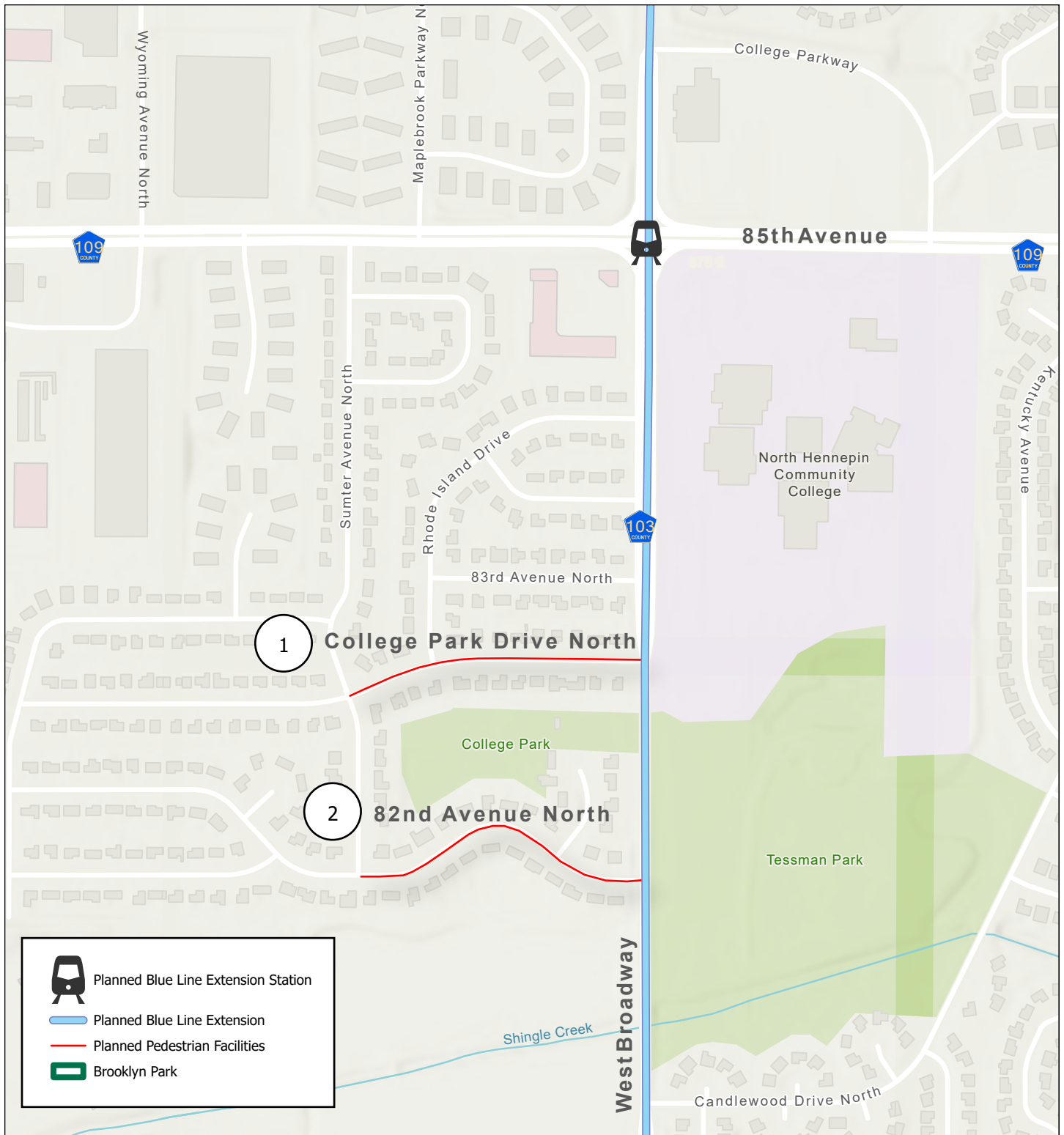
Number	Segment	To	From	Distance
1	Louisiana Ave	63rd Ave	62nd Ave	1230
2	Hampshire Ave	67th Ave	63rd Ave	2850
3	65th Ave	CSAH 81 W Side	W. Broadway Ave	1300

0 0.5 1 Miles



63rd Avenue Station

Hampshire Ave, Louisiana Ave, and 65th Ave Pedestrian Facility Updates
Blue Line Extension LRT Sidewalk Connection



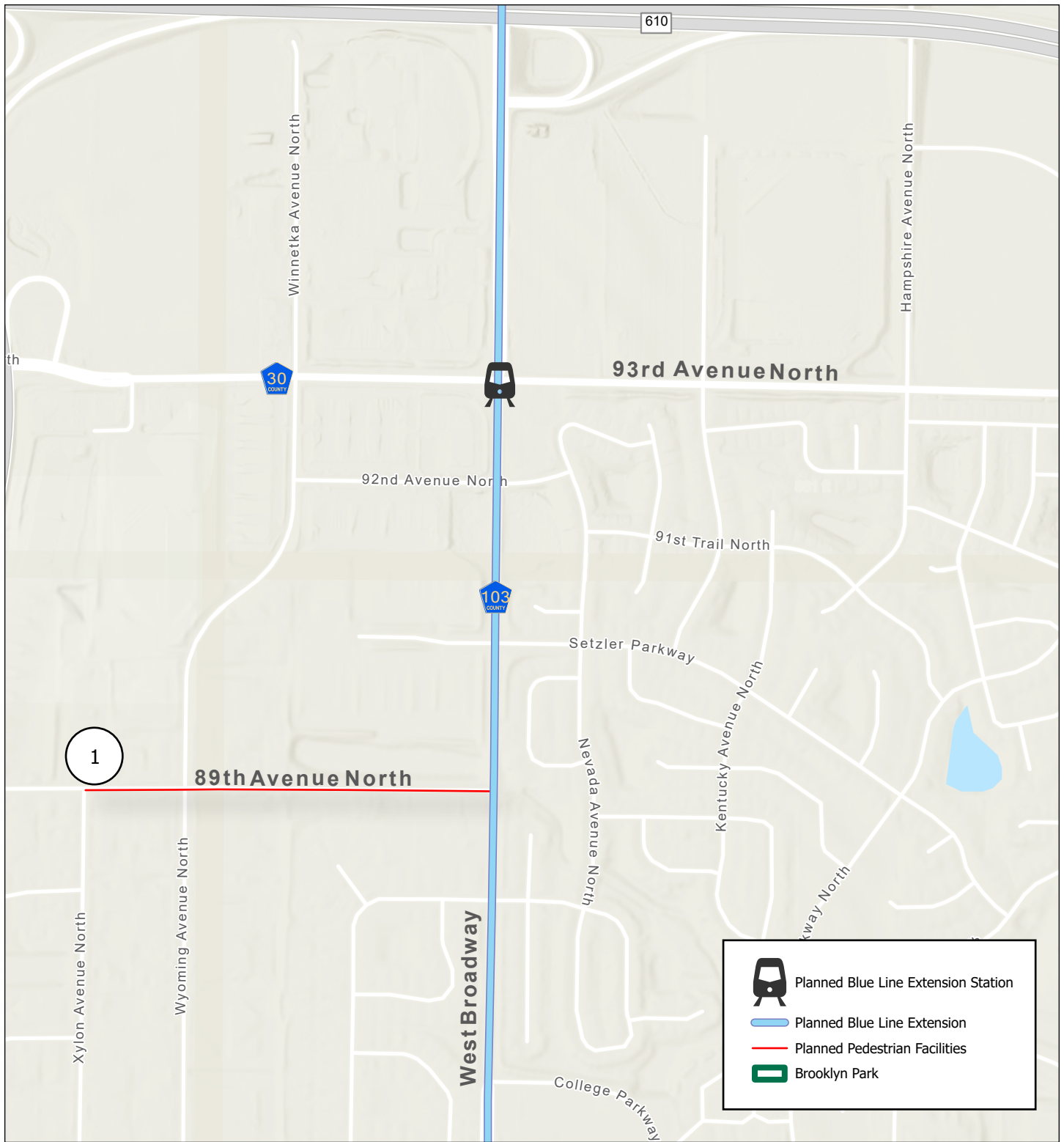
Number	Segment	To	From	Distance
1	College Park Dr	Sumter Ave	W. Broadway Ave	1130
2	82nd Ave	Sumter Ave	W. Broadway Ave	1220

0 0.5 1 Miles



85th Avenue Station

College Park Dr, and 82nd Ave Pedestrian Facility Updates
Blue Line Extension LRT Sidewalk Connection

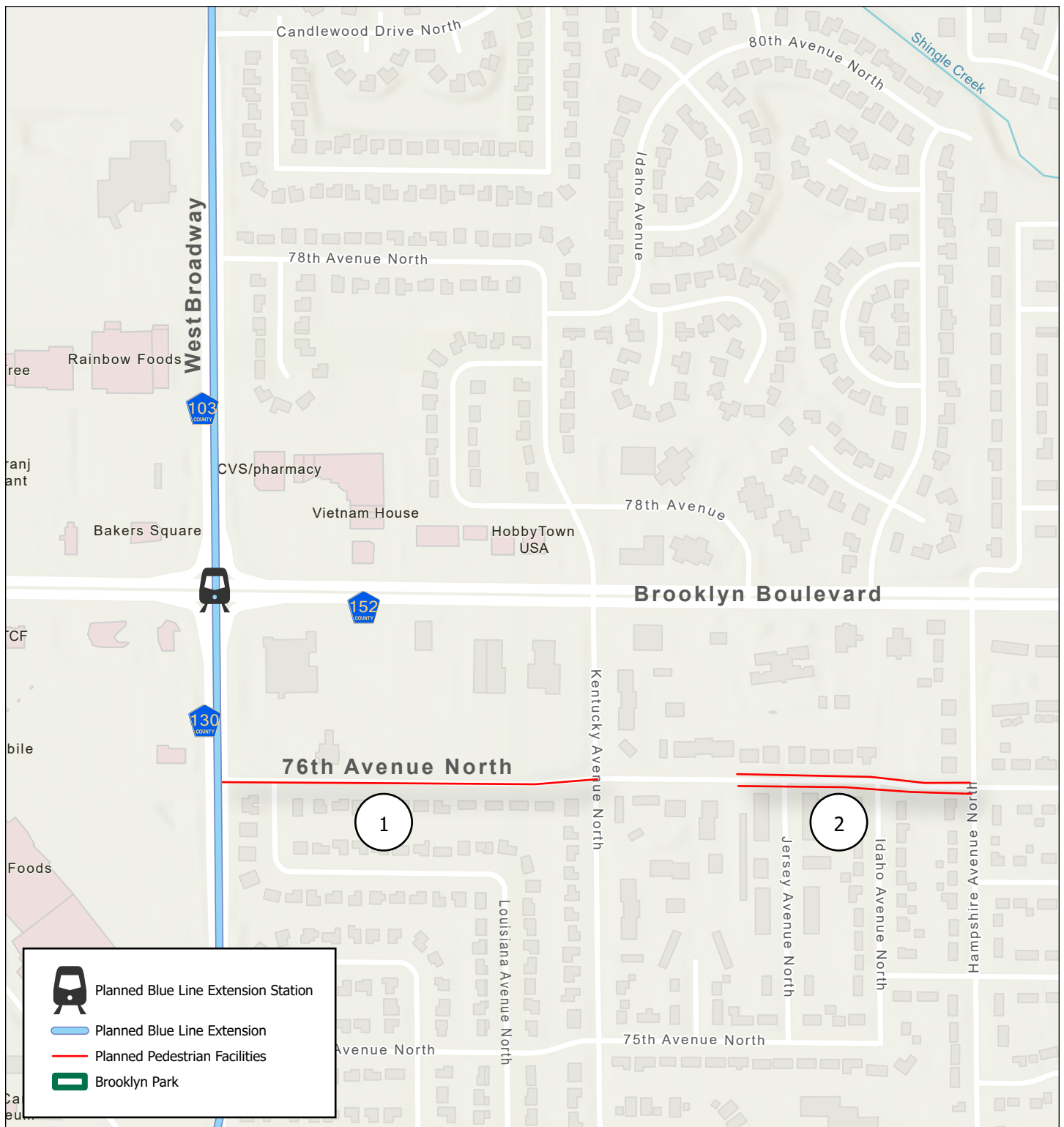


Number	Segment	To	From	Distance
1	89th Ave	W. Broadway Ave	Xylon Ave	2250



93rd Avenue Station

89th Avenue N Pedestrian Facility Improvements
Blue Line Extension LRT Sidewalk Connection



Number	Segment	To	From	Distance
1	76th Ave	Kentucky Ave	W. Broadway Ave	1280
2	76th Ave	Jersey Ave (Both Sides)	Hampshire Ave	1620



Brooklyn Boulevard Station

76th Ave Pedestrian Facility Updates

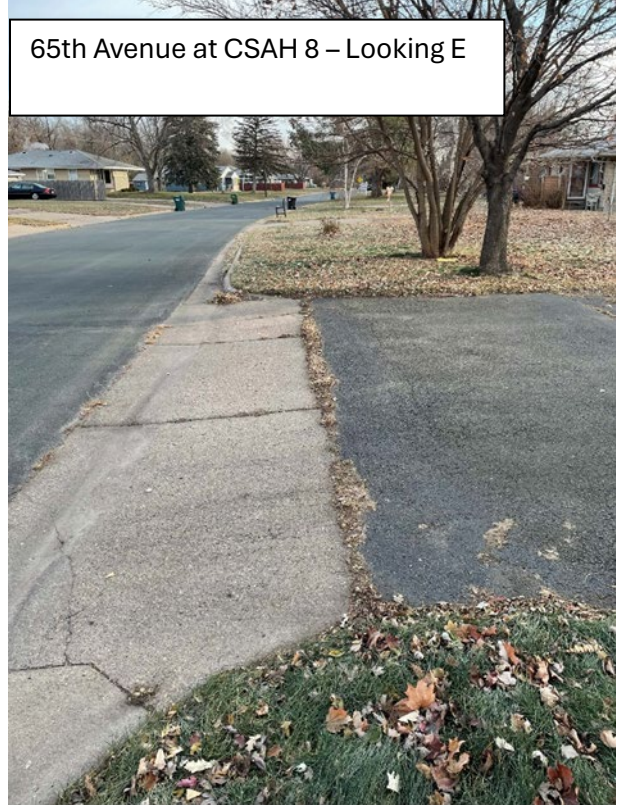
Blue Line Extension LRT Sidewalk Connection

Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

65th Avenue at CSAH 8 – Looking S



65th Avenue at CSAH 8 – Looking E



65th Avenue at Oregon Avenue –
Looking SW



65th Avenue at Oregon Avenue –
Looking SE

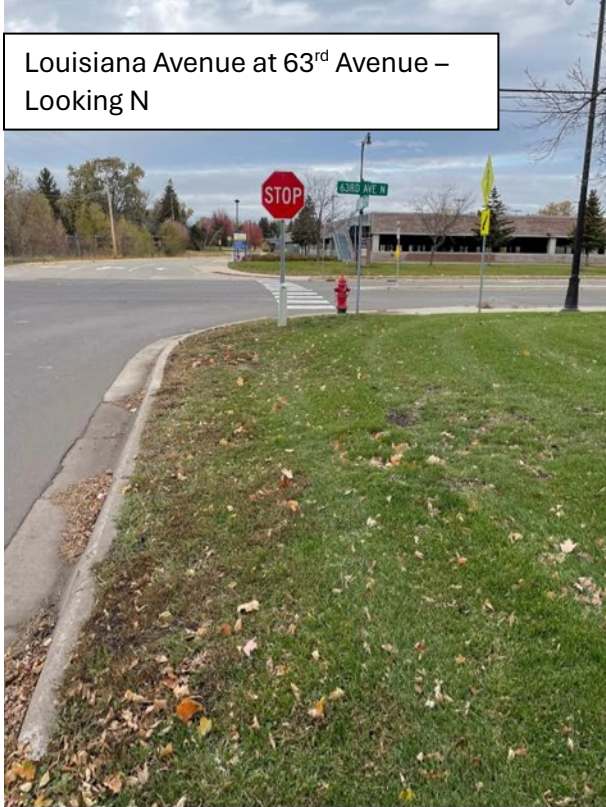


Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

Louisiana Avenue at 63rd Avenue –
Looking N



Louisiana Avenue at 63rd Avenue –
Looking S



Louisiana Avenue at 62nd Avenue –
Looking N



Louisiana Avenue at 62nd 1/2 Avenue –
Looking N



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

Hampshire Avenue at 63rd Avenue –
Looking W



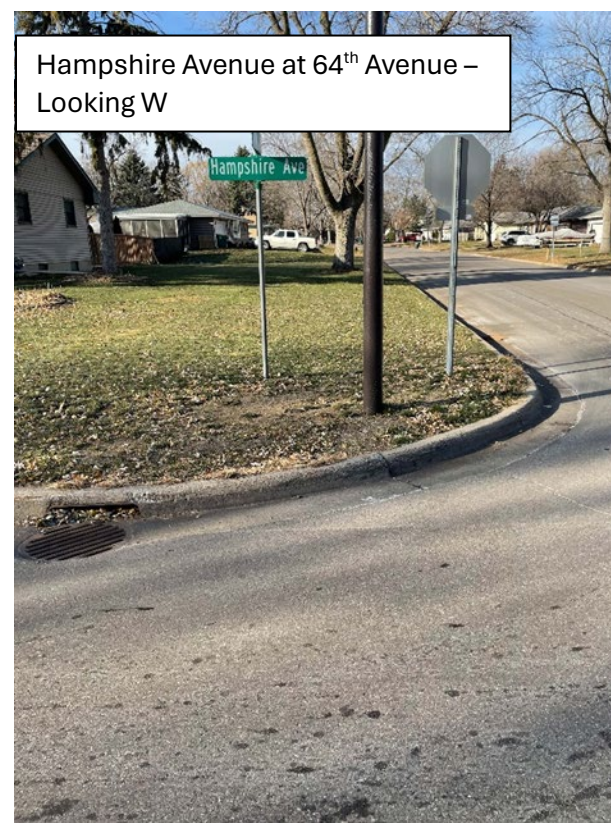
Hampshire Avenue at 63rd Avenue –
Looking W



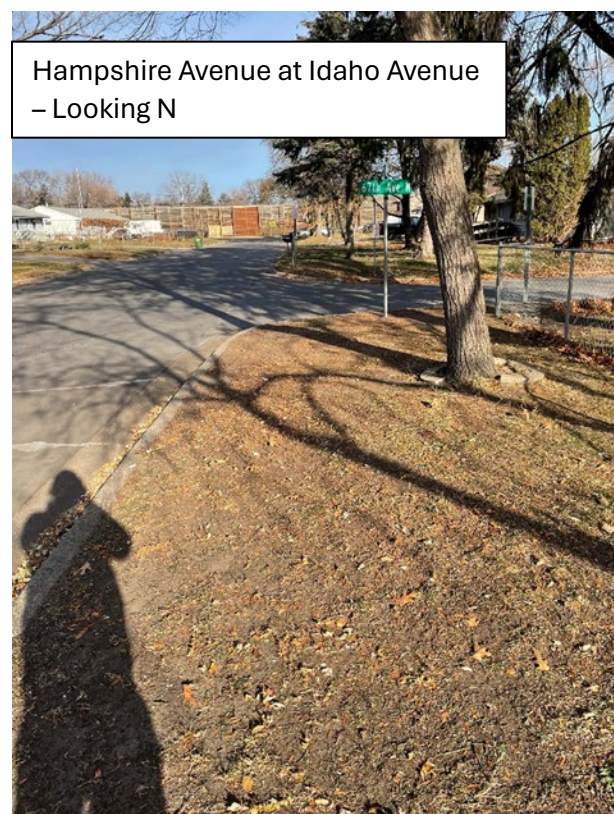
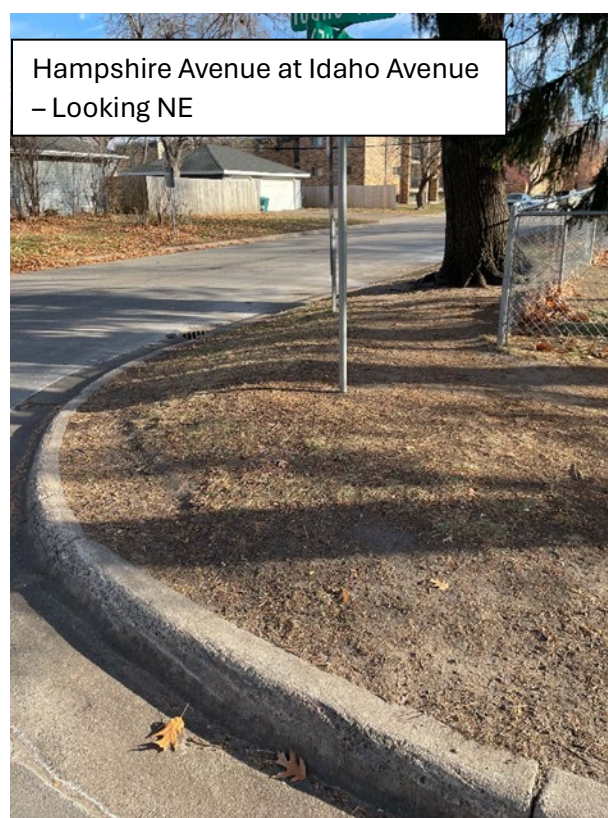
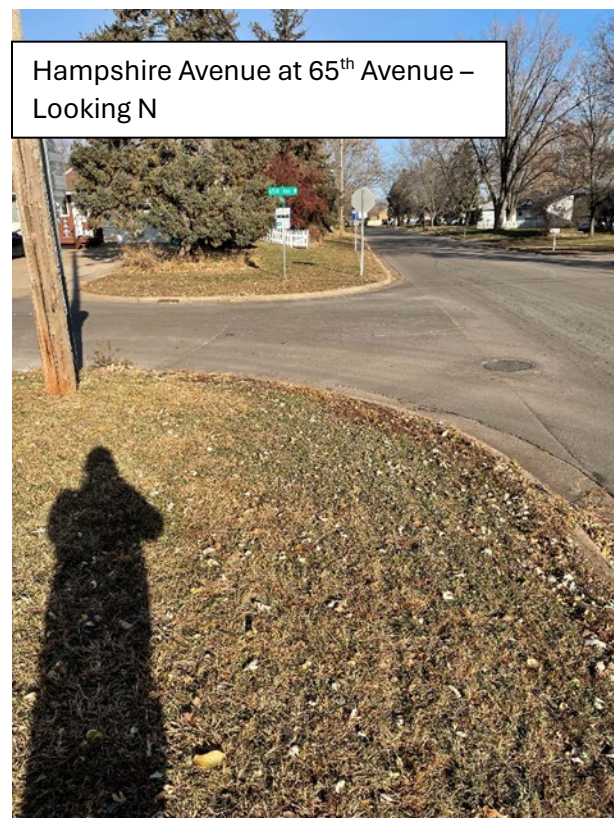
Hampshire Avenue at 64th Avenue –
Looking N



Hampshire Avenue at 64th Avenue –
Looking W



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

76th Avenue at CSAH 103 – Looking E



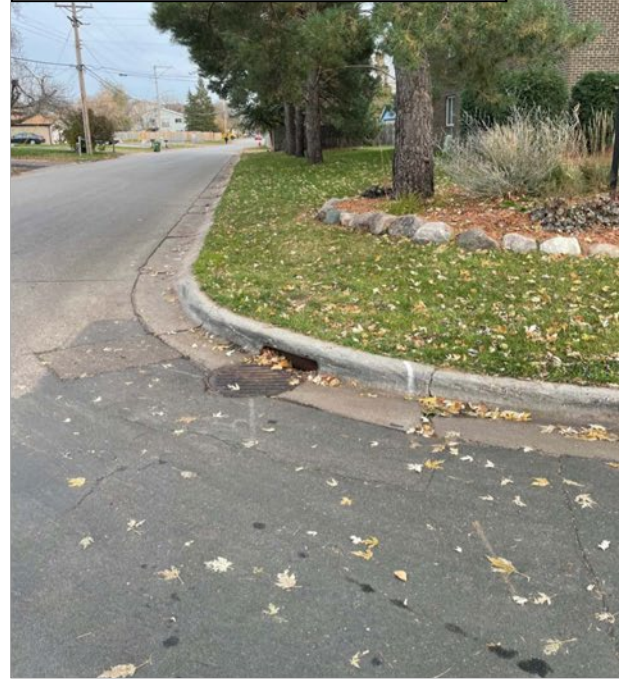
76th Avenue at CSAH 103 Avenue – Looking W



76th Avenue at Louisiana Avenue – Looking E



76th Avenue at Jersey Avenue – Looking E



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

76th Avenue at Idaho Avenue –
Looking E



76th Avenue at Idaho Avenue -
Looking E

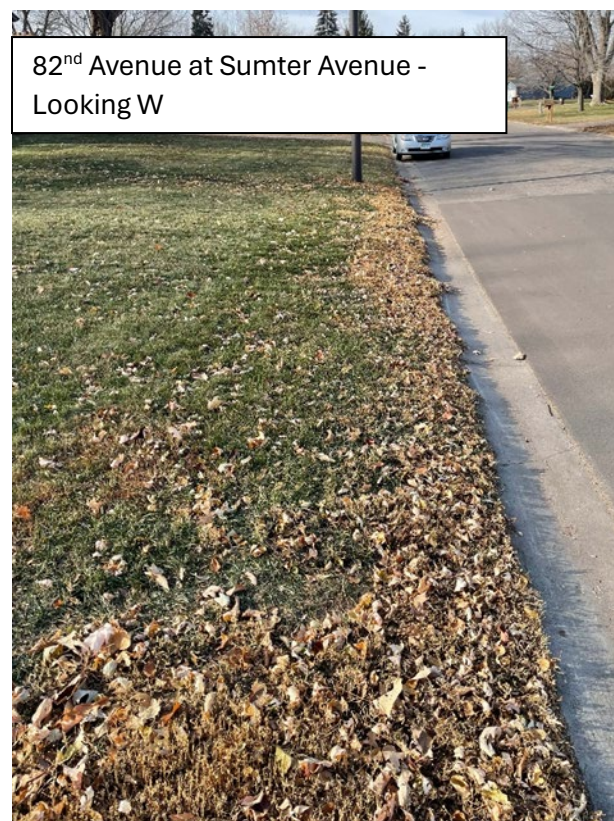


76th Avenue at Hampshire Avenue –
Looking E

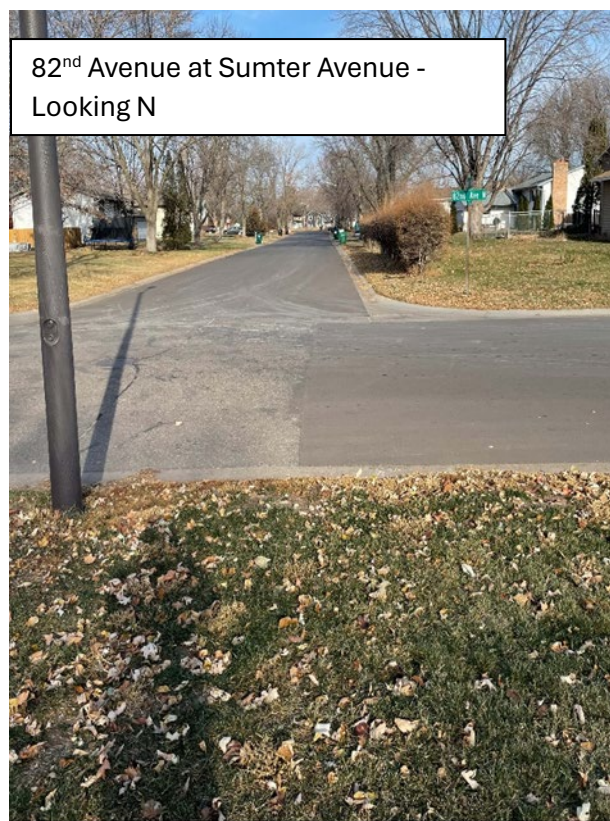


76th Ave - SW corner of Hampshire ints. Looking E

Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos



82nd Ave - S side of Sumter ints. Looking W



82nd Ave - S side of Sumter ints. Looking N

Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

College Park Drive at CSAH 103 –
Looking N



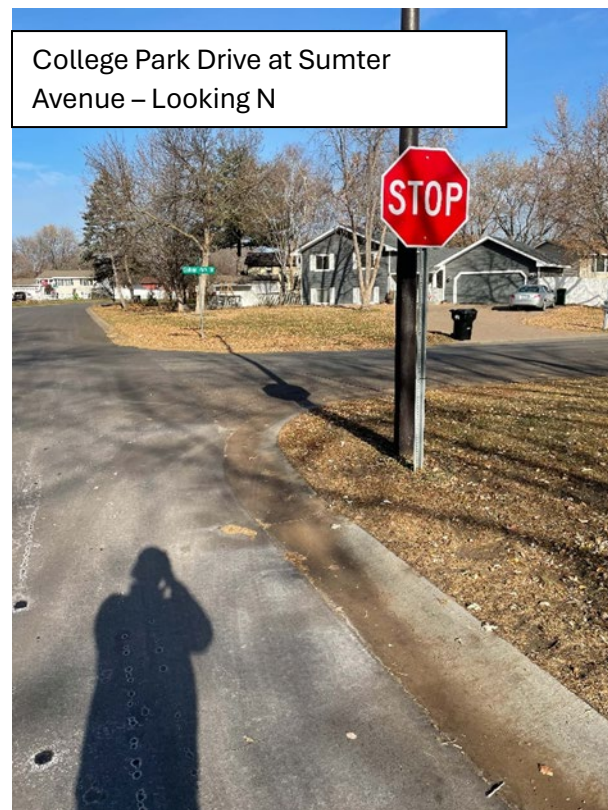
College Park Drive at CSAH 103 –
Looking W



College Park Drive at Rhode Island –
Looking E



College Park Drive at Sumter
Avenue – Looking N



Blue Line Extension LRT Sidewalk Connections – Existing Condition Photos

89th Avenue at CSAH 103 – Looking S



89th Avenue at Wyoming Avenue – Looking E



89th Avenue at E Wyoming Avenue - Looking E



89th Avenue at Xylon Avenue – Looking E





Blue Line Extension LRT Sidewalk Connections

Applicant:	City of Brooklyn Park
City Where Project Is Located:	City of Brooklyn Park
County Where Project Is Located:	Hennepin County
Requested Amount:	\$1,480,800
Total Project Cost:	\$1,851,000

Project Description

As part of the planned Bottineau Light Rail Transitway (BLRT) Project, the existing Blue Line light rail transit (LRT) would be extended from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, and Crystal to Brooklyn Park. The Blue Line Extension LRT Sidewalk Connection project aims to build eight neighborhood and Minor Collector roadway sidewalks to connect into the Blue Line Extension sidewalks and trails along CSAH 103 (West Broadway Avenue) and CSAH 81 (Bottineau Boulevard) in Brooklyn Park. Please refer to the project map for the specific locations of these sidewalk facilities. These sidewalk facility locations include Hampshire Avenue from 63rd Avenue to 67th Avenue, Louisiana Avenue from 62nd Avenue to 63rd Avenue, 65th Avenue from CSAH 8 (West Broadway Avenue) to CSAH 81, 76th Avenue from CSAH 103 to Kentucky Avenue, 76th Avenue from Hampshire Avenue to Jersey Avenue, College Park Drive from CSAH 103 to Sumter Avenue, 82nd Avenue from CSAH 103 to Sumter Avenue, and 89th Avenue from Xylon Avenue to CSAH 103.

The 76th Avenue corridor from Hampshire Avenue to Jersey Avenue will have sidewalks constructed on both sides, while only one side will have sidewalks for the other project corridors. Right-of-way acquisition is not needed as all proposed facilities should be provided within the existing roadway rights-of-way.

The proposed project aims to enhance pedestrian access and improve the first and last mile connectivity to the Blue Line stations, which include the 63rd Avenue, Brooklyn Boulevard, 85th Avenue, and 93rd Avenue stations. All proposed sidewalk facilities are located within the ½ mile and three-mile radius of the proposed Blue Line stations, which means it would take at most 10 minutes to walk or 15 minutes to bike to the stations.

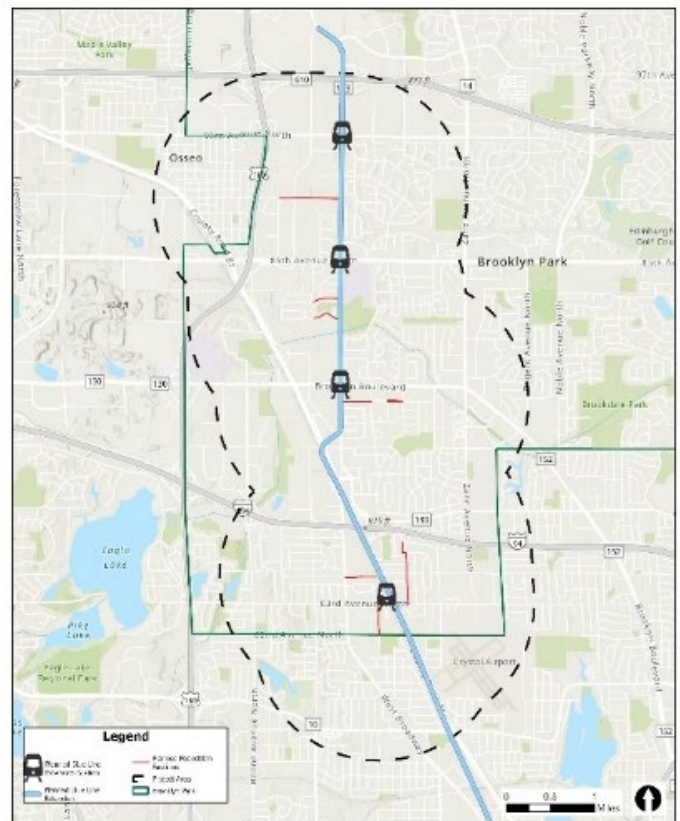
Brooklyn Park needs new sidewalk facility construction to improve safety and mobility, and to address sidewalk gaps throughout the city. One example of such improvements is the proposed construction of 76th Avenue which will eliminate sidewalk connectivity issues between Hampshire Avenue and reduce the distance pedestrians must travel.

New sidewalk construction will include six-foot sidewalks and ADA accessible ramps, which will adhere to current federal regulations.

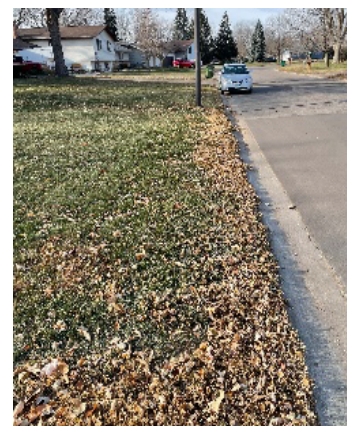
Project Benefits

- Improved safety
- Reduced ped/bike crashes
- Increased health benefit
- Improved livability and convenience
- Lower traffic congestion
- Increased access to higher paying jobs, grocery stores and healthier food options, and educational opportunities
- Provide improved travel options for underserved areas

Project Map



Existing Condition Photos



RESOLUTION #2023-128

RESOLUTION APPROVING 2024 REGIONAL SOLICITATION APPLICATION FOR FEDERAL FUNDING TO CONSTRUCT SIDEWALK CONNECTIONS TO THE BLRT PROJECT STATION LOCATIONS

WHEREAS, the Brooklyn Park City Council is committed to providing and maintaining quality infrastructure that is essential for everyday residential, commercial, industrial, and recreational activities in the City; and

WHEREAS, the City of Brooklyn Park supports the application made to the Metropolitan Council for a 2024 Federal Regional Solicitation Grant Program; and

WHEREAS, the application is to obtain funding for constructing eight sidewalk segments connecting to the planned Blue Line Light Rail Extension Station Locations to provide for mobility, safety, and access improvements; and

WHEREAS, the project supports several transportation policies that are consistent with the Brooklyn Park Pedestrian & Bicycle Plan; and

WHEREAS, the City of Brooklyn Park recognizes a 20 percent local match is required and is committed to maintaining these facilities throughout their design lifetimes.

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

1. The City Council hereby approves the 2024 Regional Solicitation Application for Federal Funding to Construct Sidewalk Connections to the BLRT Project Station Location.
2. The Mayor and City Manager are hereby authorized and directed to execute all application documents on behalf of the City of Brooklyn Park.

The foregoing resolution was introduced by Council Member Lee and duly seconded by Council Member Klonowski.

The following voted in favor of the resolution: Lee, Morson, Winston, Tran, McGarvey and Klonowski.

The following voted against: None.

The following were absent: Eriksen.

Where upon the resolution was adopted.

ADOPTED: November 13, 2023



HOLLIES WINSTON, 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 November 13, 2023.

WITNESS my hand officially as such Clerk and the corporate seal of the city this 14th day of November 2023.

(SEAL)


DEVIN MONTERO, CITY CLERK

HENNEPIN COUNTY

MINNESOTA

December 1, 2023

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

Re: Support for 2024 Regional Solicitation Application
Blue Line Extension LRT Sidewalk Connections Project

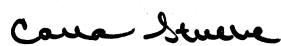
Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Brooklyn Park is submitting an application for funding as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is the Blue Line Extension LRT Sidewalk Connections Project, which will provide connections for people to the planned Blue Line LRT Stations at 63rd, 85th and 93rd Avenues. This project will compliment and would likely be coordinated with the Blue Line LRT Extension Project.

As proposed, the Blue Line Extension LRT Sidewalk Connections Project is anticipated to impact CSAH 81 (Bottineau Boulevard) and CSAH 103 (West Broadway Avenue) that are currently under Hennepin County jurisdiction. Hennepin County supports this funding application and agrees to operate and maintain the roadway facilities along CSAH 81 (Bottineau Boulevard) and CSAH 103 (West Broadway Avenue) for the useful life of the improvements.

At this time, Hennepin County has no funding programmed for the Blue Line Extension LRT Sidewalk Connections Project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is currently unable to commit county cost participation in this project. Additionally, we kindly request that the City of Brooklyn Park includes county staff in the project development process for the Blue Line Extension LRT Sidewalk Connections Project to discuss impacts to county roadways, including any crossing enhancements, to ensure project success. We look forward to working together to improve the accessibility, safety, and mobility for people walking and rolling to/from the planned Blue Line LRT Extension.

Sincerely,



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

Cc: Dan Soler, P.E. – Transit and Mobility Director

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





December 13, 2023

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

Dear Ms. Koutsoukos:

Metro Transit supports the City of Brooklyn Park's federal funding application through the 2024 Regional Solicitation for the proposed construction of eight neighborhood pedestrian sidewalk connections in conjunction with the planned Blue Line Extension LRT project, which will include the following benefits:

- Increased safety,
- Decreased crash types,
- Increased health benefits,
- Reduced need of a single occupancy vehicle,
- Lowered traffic congestion, and
- Increased access to higher paying jobs, grocery stores and healthier food options, and educational opportunities.

Metro Transit supports the City of Brooklyn Park in its efforts to construct and improve eight sidewalk segments which will connect into Blue Line LRT stations. These improvements will enhance safety and mobility for all pedestrians and provide first and last mile connections along the planned Blue Line Extension and respective stations and shelters.

Metro Transit is committed to working with the City of Brooklyn Park to see this project to fruition.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Lesley Kandaras', written over a horizontal line.

Lesley Kandaras
General Manager

A service of the Metropolitan Council