



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20147 - Brooklyn Center High School Area Improvements
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/14/2023 5:24 PM

Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using [My Alerts](#).

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: BROOKLYN CENTER, CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website:
Address: 6301 SHINGLE CREEK PKWY

*
County: Hennepin
Phone: 763-569-3320 Ext.

Fax:
PeopleSoft Vendor Number 0000026811A1

Project Information

Project Name Brooklyn Center High School Pedestrian Improvements
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Brooklyn Center
Jurisdictional Agency (If Different than the Applicant):

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

The proposed project will improve pedestrian safety and access within the surrounding area of Brooklyn Center High School. In the last ten years, 12 crashes involving bicycles or pedestrians within the project area have occurred. This includes two fatal (type K) crashes (both in 2022) and one serious injury (type A) crash (2013). The proposed project will upgrade N Humboldt Avenue and 65th Avenue, to improve the safety of the pedestrian environment. The proposed project includes the following elements:

-Pavement upgrades on N Humboldt Avenue between 69th Avenue N and 65th Avenue and 65th Avenue N between N Humboldt Avenue and Camden Avenue N to facilitate a road diet.

-Pedestrian crossing enhancements such as, rectangular rapid flashing beacons (RRFB), bump outs, median refuge islands, ADA compliant ramps, and other safety improvements at the intersections of N Humboldt Avenue/67th Avenue N, N Humboldt Avenue/65th Avenue N, 65th Avenue N/Fremont Avenue N, and Dupont Avenue N/Firehouse Park Trail entrance.

-New sidewalk segment on the south side of 67th Avenue N between N Humboldt Avenue and Dupont Avenue N.

-Reconstruction of the eastern leg of the 66th Avenue N/Camden Avenue N intersection to reduce the crossing distance and improve the right-turn slip lane to create a safer pedestrian environment.

The project corridors' pavement upgrades will facilitate a road diet, improving mobility and building a safer roadway for the community. The improvement will act as a catalyst for subsequent construction and safety improvements. This will include creating a safer and more connected sidewalk network and improving walkability for students and residents accessing project area transit stations and higher-density residential, commercial, and public uses. Additionally, pedestrian safety concerns surrounding Brooklyn Center High School will be addressed. The City of Brooklyn is committed to coordinating project efforts with Brooklyn Center High School to improve accessibility, mobility, and safety based on student engagement.

(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. RESURFACE ROADWAYS, SIDEWALK CONSTRUCTION, 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) 1.52

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 \$2,000,000.00

Match Amount \$878,000.00

Minimum of 20% of project total

Project Total \$2,878,000.00

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

Match Percentage 30.51%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City of Brooklyn Center

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 Center

Name of Trail/Ped Facility:

67th Avenue N

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

67th Avenue N

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

67th Avenue N

(Example: 1st ST., Main Ave.)

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

From:

Road System

N Humboldt Avenue

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

N Humboldt Avenue

(Example: 1st ST., Main Ave.)

To:

Road System

Dupont Avenue

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Dupont Avenue

(Example: 1st ST., Main Ave.)

In the City/Cities of:

Brooklyn Center

(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

Yes

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Yes

Landscaping

Other (do not include incidental items)

SIDEWALKS, ADA PED RAMPS, CURB EXTENSIONS, AGG

BASE, PAVEMENT, CURB AND GUTTER, SIGNALS, SIGNS, STORM SEWER,
LIGHTING, LANDSCAPING

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 55430

Approximate Begin Construction Date (MO/YR) 04/01/2027

Approximate End Construction Date (MO/YR) 12/31/2028

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 0.3

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

Goal B: Safety and Security - The regional transportation system is safe and secure for all users.

- Objective A: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

- Strategies B1 and B6.

Goal C: Access to Destinations - People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

- 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.

- Strategies C1, C2, C16, and C17.

Goal D: Competitive Economy - The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

- Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040.

- Objective B: Invest in a multimodal transportation system to attract and retain businesses and residents.

- Strategy D3.

Goal E: Healthy and Equitable Communities - The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

- Objective A: Reduce transportation-related air emissions.

- 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.

- Strategies E3, E6, and E7.

(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. Complete Streets Policy, July 2013.

- "In order to create a Complete Streets network, all streets and trail projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations by the City of Brooklyn Center shall be designed and executed in a responsible, equitable and financially reasonable way to accommodate and encourage travel by bicyclists, pedestrians, public transportation emergency and commercial vehicles in a balanced manner" pg. 6.

Comprehensive Plan, Transportation Planning

"In 1992 the City undertook a Pavement Management Study to document pavement conditions and determine the extent of street reconstruction needs. The study showed that about 80 percent of the street mileage should be overlaid or reconstructed. In response, the City embarked on a program to address these needs in a systematic manner. The Neighborhood Street and Utility Improvement Program is an infrastructure rehabilitation program designed to serve as a catalyst for neighborhood revitalization" pg. 14.

"Gaps in the sidewalk system still hinder pedestrian and bicycle movement in some locations, and should be filled when other street improvements are made. These routes are intended to link neighborhoods, parks, schools and the City Center" pg. 18.

ADA Transition Plan, May 2019

Identified on page 32 as part of the implementation 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: 05/28/2019

Link to plan: <https://www.brooklyncentermn.gov/home/showpublisheddocument/890/637499437022170000>

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. Yes

Multiuse Trails and Bicycle Facilities projects only:

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

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

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 benefiting 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

Mobilization (approx. 5% of total cost)

Cost

\$144,000.00

Removals (approx. 5% of total cost)

\$77,000.00

Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$901,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$128,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$83,000.00
Traffic Control	\$130,000.00
Striping	\$10,000.00
Signing	\$90,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$128,000.00
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	\$482,000.00
Other Roadway Elements	\$334,000.00
Totals	\$2,507,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$198,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$73,000.00
Pedestrian Curb Ramps (ADA)	\$100,000.00
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	\$371,000.00

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 \(dot.gov\)](https://www.fhwa.dot.gov/transportation/protection/protect_formula_program_implementation_guidance_dot_gov/).

Response:

The project will incorporate elements that will increase the resiliency of local and regional transportation system networks within the project area. The project provides transportation benefits by making N Humboldt Avenue and 65th Avenue N 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: Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities; Flood detention basins will be installed for a 100-year design event to prevent the intrusion of floodwaters into surface transportation systems; Riprap installation at storm sewer and culvert outlets for erosion protection; 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	\$2,878,000.00
Construction Cost Total	\$2,878,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	12738
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1702519761372_1_RegionalEconomyMap.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	17938
Upload Map	1702519810694_2_PopulationEmploymentMap.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:

Brooklyn Center is one of the most diverse cities within the state of Minnesota, with a majority of its residents being people of color. Within ½ mile of the proposed project, the population is 62 percent non-white (2020 Census). Ten percent of the population are people with a disability of any kind; 11 percent of people are over the age of 65; 30 percent of children under the age of 18; and 12 percent of residents are under the federal poverty level. The project is in an area of concentrated poverty, as shown on the Socio-Economic Conditions map.

Engagement for this project actively engaged the City's diverse community. In the spring of 2023 Brooklyn Center Community Schools completed a survey that asked students to identify where they felt unsafe walking to and from school. Youths are traditionally not involved in community engagement related to transportation projects, so having this direct student feedback was especially important to the development of this project. The feedback identified the streets adjacent to Brooklyn Center High School as a particular area of concern for students and that feedback led directly to the development of the proposed project. District enrollment for Brooklyn Center Community Schools is 2,154 students, 46 percent of whom are Black, 26 percent of whom are Latino, and 14 percent of whom are Asian.

Before this schoolwide engagement, the City completed the Pedestrian and Bike plan, which was adopted in March 2014. The plan included significant community engagement, including multiple attempts to engage Brooklyn Center residents, including physical and online surveys. The surveys were available in various languages, including Hmong and Spanish, and were distributed to residents through organizational websites and community events. These partnerships were integral in informing community members of upcoming events. The planning team also created a mobile display used as an informational opportunity at high-foot trafficked areas and community events, such as The Brookdale Library, Brooklyn Junior High Parent-Teacher Conferences, and the Brooklyn Center Community Center. The outreach efforts were inclusive of low-income populations and BIPOC residents, ensuring that everyone had a chance to participate in the planning process. From the initial outreach, residents noted a need for more security and safety along the roadways, including areas where they were unwilling to allow children to travel on foot alone. This served as a catalyst to address pedestrian safety issues surrounding Brooklyn Center Middle and High School.

(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 current conditions are undesirable and dangerous to populations that rely on walking to reach their destinations. The project promotes pedestrian and bicycle transportation benefiting community health and connectivity. Proposed benefits include:

Direct Access Improvements: The proposed project seeks to provide safe and direct ADA-accessible crossings to Brooklyn Center Middle and High Schools, where the lack of pedestrian safety facilities creates dangerous pedestrian conditions due to high speeds and increasing traffic volume. This will help lower-income and BIPOC communities to safely access the school and other nearby destinations.

Pedestrian and Bicycle Safety Improvements: Historically, people of color and low-income populations have been disproportionately affected by traffic fatalities and serious injuries, primarily due to a lack of investment in their communities' infrastructure. Within the last 10 years, there were two fatalities and one serious injury crash involving a pedestrian in the project area. The project will include a road diet to reduce the number of travel lanes and new infrastructure to reduce crashes and conflicts. This includes curb extensions, median refuge islands, and other safety improvements to reduce pedestrian crossing distance and improve sightlines for pedestrians and motorists.

Public Health: According to the Environmental Planning Agency's EJ screening tool, the project area is in an area of concentrated poverty with higher levels of diesel particulate matter (PM) than the state average, falling within the 95th percentile. PM is the exhaust emitted from trucks, single-occupancy vehicles, and other vehicles. It contributes to health issues such as lung disease and cancer. With access to pedestrian facilities and safety improvements, single-occupancy vehicle travel can decrease during the morning and evening commuter peak hours by making the best use of pedestrian facilities, helping to alleviate the amount of PM emitted.

The proposed project will not negatively impact disadvantaged populations in the project area by maintaining access while minimizing noise, dust, and traffic. The project could create situations at intersections and the school entrance where vehicle idle time is increased due to temporary construction. The project will involve typical construction impacts such as dust, odor, temporary closures, and detours of roadways and pedestrian routes. During construction, current users will be directed towards alternate routes with easy-to-follow detour signing.

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

Describe any affordable housing developments?existing, under construction, or planned?within 1/2 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 1/2 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:

The proposed project provides specific direct access improvements for residents and improved access to Brooklyn Center High School. As identified in the Met Council generated Socio-Economic Conditions map, 411 subsidized units exist in census tracts within 1/2 miles of the project. The Equity and Affordable Housing (supplemental) map confirms the availability of affordable housing options within a mile of the project area including Crest Apartments, Lynwood Pointe Apartments, Carrington Drive Apartments, and Emerson Chalet.

The proposed project will improve the pedestrian environment by providing direct benefits to affordable housing residents. The proposed resurfacing will allow for a road diet on N Humboldt Avenue, located south of the Lynwood Pointe and Carrington Drive Apartments. The project will implement a Rectangular Rapid Flashing Beacon (RRFB) at 67th Avenue N and N Humboldt Avenue, making pedestrians more visible and resulting in a yielding rate of 98 percent when crossing the street. The newly constructed sidewalk on the north side of the Brooklyn Center Middle and High schools will also serve as a direct connection for residents of Emerson Chalet to Fireside Park and Philadelphia Church International. The intersection of N Humboldt Avenue and 65th Avenue N will have median island refuges, painted crosswalks, and curb extension, improving residents' access to educational opportunities at Brooklyn Center Middle and High Schools. Finally, the project includes a six-foot high visibility crosswalk at the intersection of 69th Avenue N and N Humboldt Avenue, which will allow residents to cross and access educational opportunities and childcare safely (New Horizon Academy), a place of worship (Good Shepard Fellowship) and a grocery store (Value Foods African Market).

There are no designated bicycle lanes on N Humboldt Avenue or 65th Avenue N. As a result, bicycles must share the road with vehicles. However, with the implementation of the road diet on both these roadways, there will be a designated striped shoulder along both roadways for bicycles. This will provide new modal options for affordable housing residents in Brooklyn Center, enabling them to connect to places of worship, educational opportunities, and open spaces. For example, the N Humboldt Avenue striped shoulder will connect to existing Brooklyn Center bike trails north of the project, providing access to Evergreen Park and Evergreen Park Elementary.

(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. 1702520106886_3_Socio-EconomicMap.pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response: There are significant pedestrian needs identified in the project area including the following:

- There is a sidewalk gap on 67th Avenue N and lack of crossing infrastructure throughout the project area limiting access and increasing dangerous pedestrian-vehicle traffic interactions.

- Existing crossings need more signage, lighting, and striping with most curb ramps not fully ADA-compliant.

- The current pedestrian and bicycle infrastructure measures lack curb extensions or median refuge islands to minimize crossing distances and maximize safety. Within the last 10 years, there have been 12 crashes involving a bicycle or pedestrian within the project area. This includes two fatal (type K) crashes (both in 2022) and one serious injury (type A) crash (2013).

- Vehicle volumes are predicted to increase, and currently range from 990 to 3,000 on residential roadways (67th Avenue N and Dupont Avenue N) and 7,600 to 8,700 on commercial roadways (N Humboldt Avenue and 65th Avenue N). 65th Avenue N is also classified as an A-minor reliever roadway due to its proximity to TH 100 and TH 252.

- The posted speed limit in the project area is 30 mph and speeding has been noted throughout the project area due to the number of through lanes and lack of enhanced pedestrian crossings.

The project will address all these needs. Planned improvements include:

- Road diet conversions from four-lanes to three-lanes

- Constructing a new sidewalk

- Installing pedestrian refuge island medians and an RRFB

- ADA-compliant curb ramp upgrades, as recommended by the City's ADA transition plan

- Added curb extensions, narrowed crossing distances, restricted right turns, and other pedestrian safety improvements

- Reconstruction of the right-turn slip lane to create a safer pedestrian environment

The proposed project will create cohesion within the neighborhood pedestrian network, improving connections to critical community facilities, removing existing barriers, and making a last-mile connection. The pedestrian safety improvements project will fill a gap within the pedestrian network, connecting the last mile to educational, employment, and transit opportunities within the project area.

Measure B: Deficiencies corrected or safety problems addressed

Response:

The project will correct existing deficiencies by building safer and higher quality pedestrian and bicycle infrastructure. The Brooklyn Center High School is situated near a manufacturing district and multilane-wide roads, which makes it easily accessible for large commercial trucks to access roadways in the project area. According to FHWA, there were 4,998 fatal crashes that involved large trucks and buses. The current situation poses safety concerns for pedestrians in a high-traffic corridor with increased foot traffic due to the proximity to Brooklyn Center High School and the high number of residential properties and apartments surrounding the project area. This makes a strong case for the need for safe and accessible pedestrian and bicycle infrastructure in the project area.

N Humboldt Avenue and 65th Avenue intersection is a top ten worst intersections in the City of Brooklyn Center. There has been a total of 210 crashes in the project area between 2013 to 2022, including two fatalities and three serious injuries. Within the last ten years, there have been 12 crashes involving a bicycle or pedestrian within the project area. This includes two fatal (type K) crashes (both in 2022) and one serious injury (type A) crash (2013) (see attached Crash Reports).

The FHWA documents an 88 percent reduction in crashes by installing a sidewalk, illustrating the substantial safety benefit of avoiding walking within the roadway, which this project would provide. Today, students and pedestrians on 67th Avenue N have no sidewalk and must walk along the southside or walk in-road, especially during the winter months. This street is an access point for the school athletic fields, several residential properties, and apartment complexes, including Brookside Manor and Sterling Square.

FHWA documents up to a 47 percent reduction in crashes with road diets, which will occur on N Humboldt Avenue and 65th Avenue N with the proposed project. Road diets reduce the crossing distance and pedestrian exposure, reduce vehicle speeds, and provide space for curb extensions or median refuge islands, which will be incorporated at intersections with this project.

FHWA documents up to a 48 percent reduction in crashes by installing high visibility crosswalk enhancements, including signage, pavement markings, curb extension, and raised medians. All these countermeasures will be considered for incorporation into the proposed project.

Measure A: Multimodal Elements and Connections

Response:

The proposed project will improve travel experience, safety, and security for transit users and bicyclists by encouraging slower vehicle speeds, increasing pedestrian visibility, and making a more predictable environment.

Two bus routes operate in the project area, 722 connecting to Brooklyn Park and 763 with access to Brooklyn Park and Downtown Minneapolis. Pedestrian improvements in the project area will enhance access to these bus routes and other destination opportunities. The proposed project will promote ADA accessibility to ensure the project serves as a safe and efficient connection to multimodal networks throughout Brooklyn Center while prioritizing non-drivers. Furthermore, transit users will have a safer and more comfortable journey with the inclusion of medians. Medians will be clearly defined, separating opposing lanes of traffic, with a refuge area that will help protect pedestrians accessing transit opportunities. By improving access along and across the project area, students, residents, and visitors will be more likely to experience the benefits of future and existing transit services.

Currently, there are no designated bicycle lanes in the project area. Bicycles must share the road with vehicles. With the road diet on both these roadways, there will be a designated striped shoulder along both roadways for bicycles. TH 252, which runs north/south adjacent to the project area, is designated as a RBTN Tier 2 corridor. This project will improve bicycle and pedestrian connections to this RBTN Tier 2 corridor, with the crossing enhancements and road diet being proposed. The N Humboldt Avenue striped shoulder will also connect to existing Brooklyn Center bike trails north of the project, providing access to Evergreen Park and Evergreen Park Elementary.

The project will enhance bicycle safety in the areas where right-turning movements are more predictable due to restricted right turns at intersections, reducing potential conflict points between vehicles and bicycles. Additionally, the road diet will convert the roadway from a four-lane to a three-lane, limiting a vehicle's ability to pass left-turning traffic on the right at certain intersections and reducing crossing distances, increasing bicycle and vehicle safety by creating a more predictable environment for traffic operations.

This project will ensure users have accessible facilities for their journeys' first and last portions. Project elements such as newly constructed sidewalks, road diet conversions, medians island refugees, upgraded pedestrian ramps, curb extensions, signage and striping, and other pedestrian safety amenities will improve the walking experience in the project area.

(Limit 2,800 characters; approximately 400 words)

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:

Multiple types of targeted outreach efforts were used to inform the design of the proposed project that provided many opportunities for public input.

Engagement for this project actively engaged the city's diverse community. In the spring of 2023 Brooklyn Center Community Schools completed a survey that asked students to identify where they felt unsafe walking to and from school. Youths are traditionally not involved in community engagement related to transportation projects, so having this direct student feedback was especially important to the development of this project. The feedback identified the streets adjacent to Brooklyn Center High School as a particular area of concern for students and that feedback led directly to the development of the proposed project. District enrollment for Brooklyn Center Community Schools is 2,154 students, 46 percent of whom are Black, 26 percent of whom are Latino, and 14 percent of whom are Asian.

Before this schoolwide engagement, the City completed the Pedestrian and Bike plan, which was adopted in March 2014. The plan included significant community engagement, including multiple attempts to engage Brooklyn Center residents, including physical and online surveys. The surveys were available in various languages, including Hmong and Spanish, and were distributed to residents through organizational websites and community events. These partnerships were integral in informing community members of upcoming events. The planning team also created a mobile display used as an informational opportunity at high-foot trafficked areas and community events, such as The Brookdale Library, Brooklyn Junior High Parent-Teacher Conferences, and the Brooklyn Center Community Center. The outreach efforts were inclusive of low-income populations and BIPOC residents, ensuring that everyone had a chance to participate in the planning process. From the initial outreach, residents noted a need for more security and safety along the roadways, including areas where they were unwilling to allow children to travel on foot alone. This served as a catalyst to address pedestrian safety issues surrounding Brooklyn Center Middle and High School.

(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

Please upload attachment in PDF form

1702521540560_6_Brooklyn Center School Graphics_REV5.pdf

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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

100%

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

80%

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

40%

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

0%

Project is located on an identified historic bridge

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

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired 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):	\$2,878,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,878,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

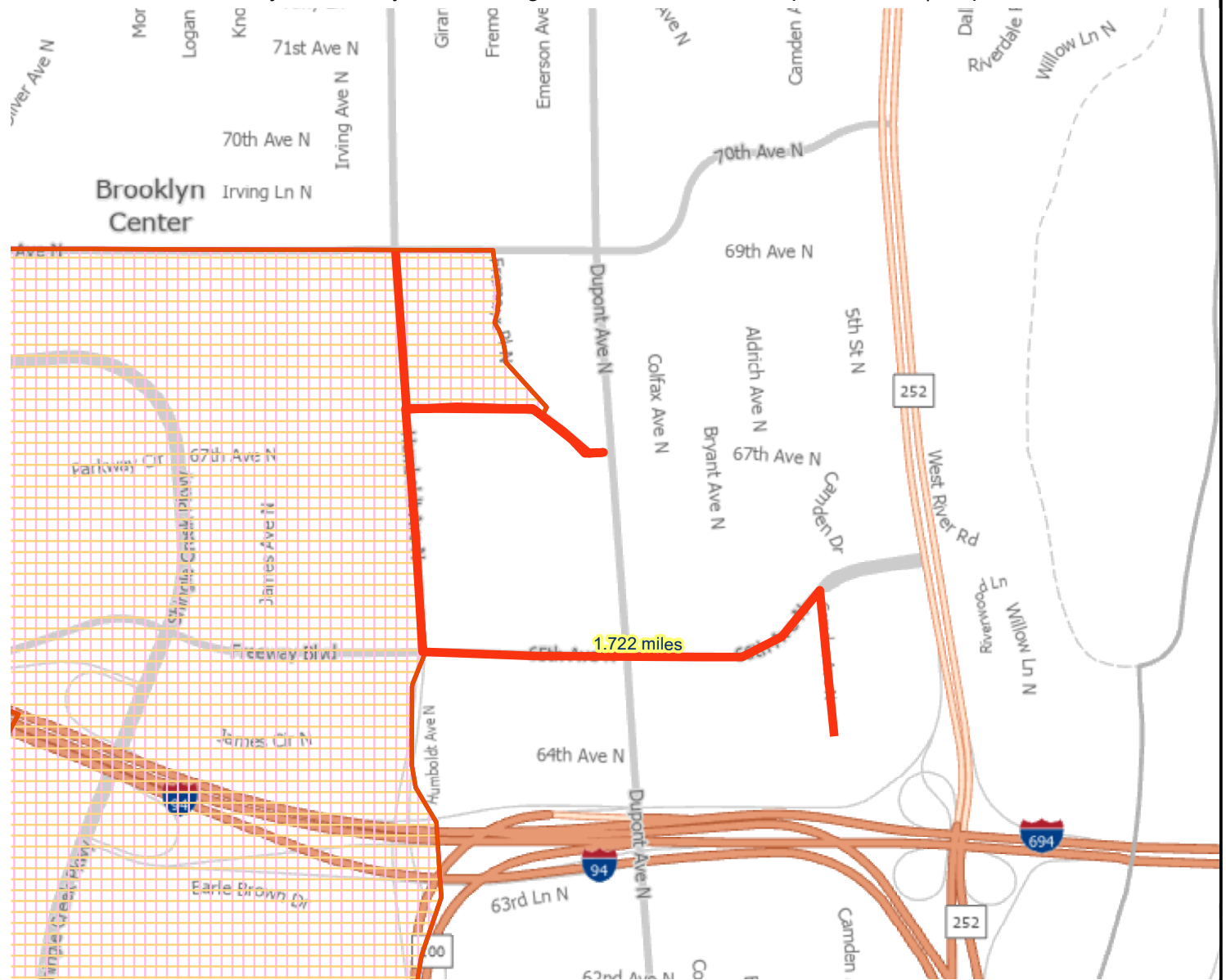
File Name	Description	File Size
BC HS Ped Improvements Map.pdf	Project Location Map	228 KB
BC_ProjectSheet_Final.pdf	Project Summary	271 KB
OtherAttach_BC_CityRes.pdf	City Resolution	75 KB
OtherAttach_BC_SchoolLOS.pdf	School District Letter of Support	154 KB
OtherAttach_RBTNMap.pdf	RBTN Map	4.1 MB


Regional Economy

Results

Within HALF Mi of project:
Postsecondary Students: 0

Total Population: 17938
Total Employment: 12738
Mfg and Dist Employment: 4577



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 12/13/2023
LandscapeRSA5



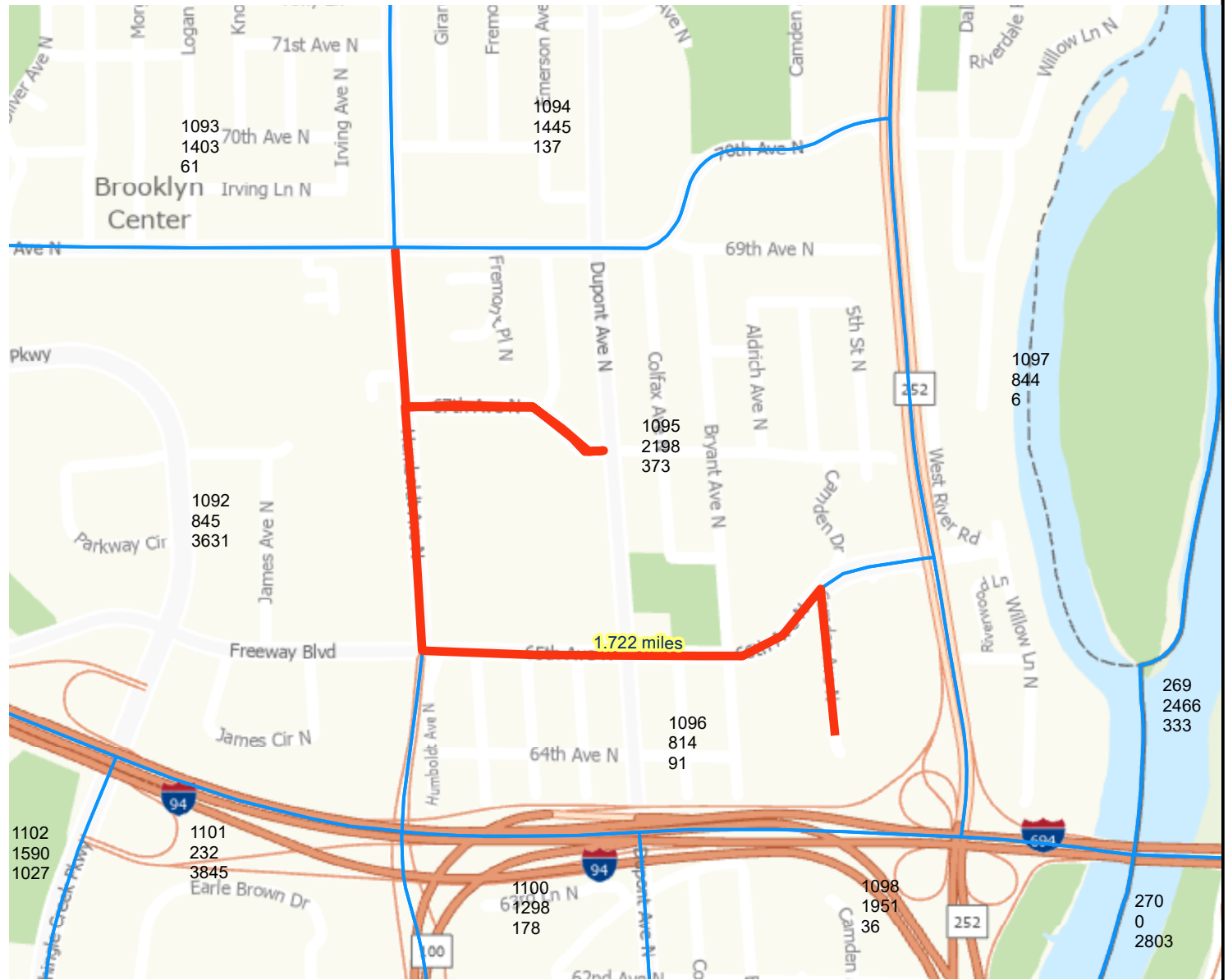
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





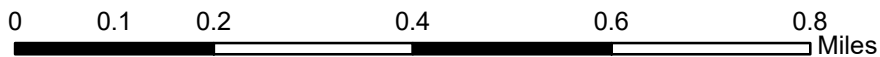
Population/Employment Summary

Results

Within HALF Mile of project:
Total Population: 17938



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 12/13/2023
LandscapeRSA4



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

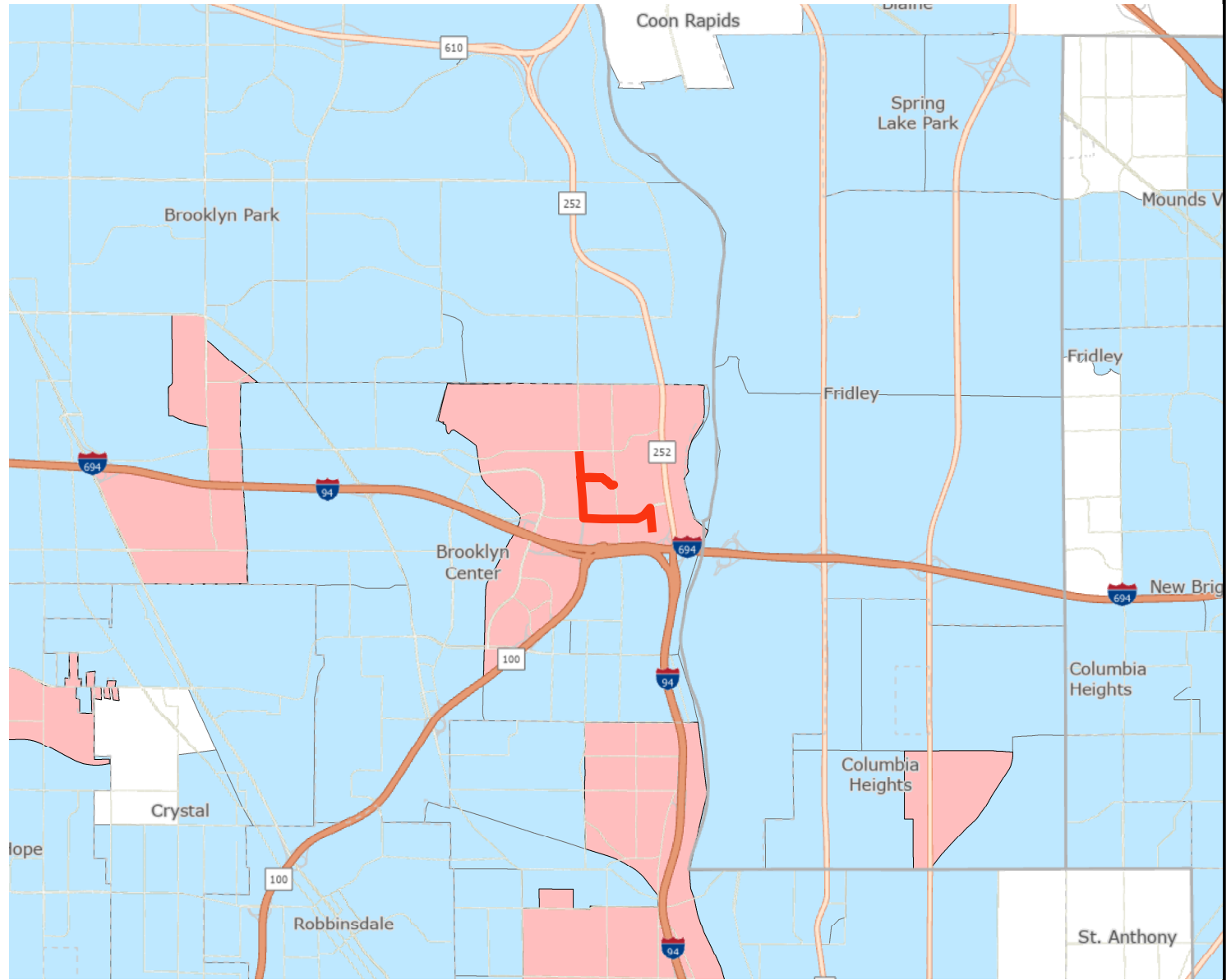


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 411

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty












Created: 12/13/2023
LandscapeRSA2

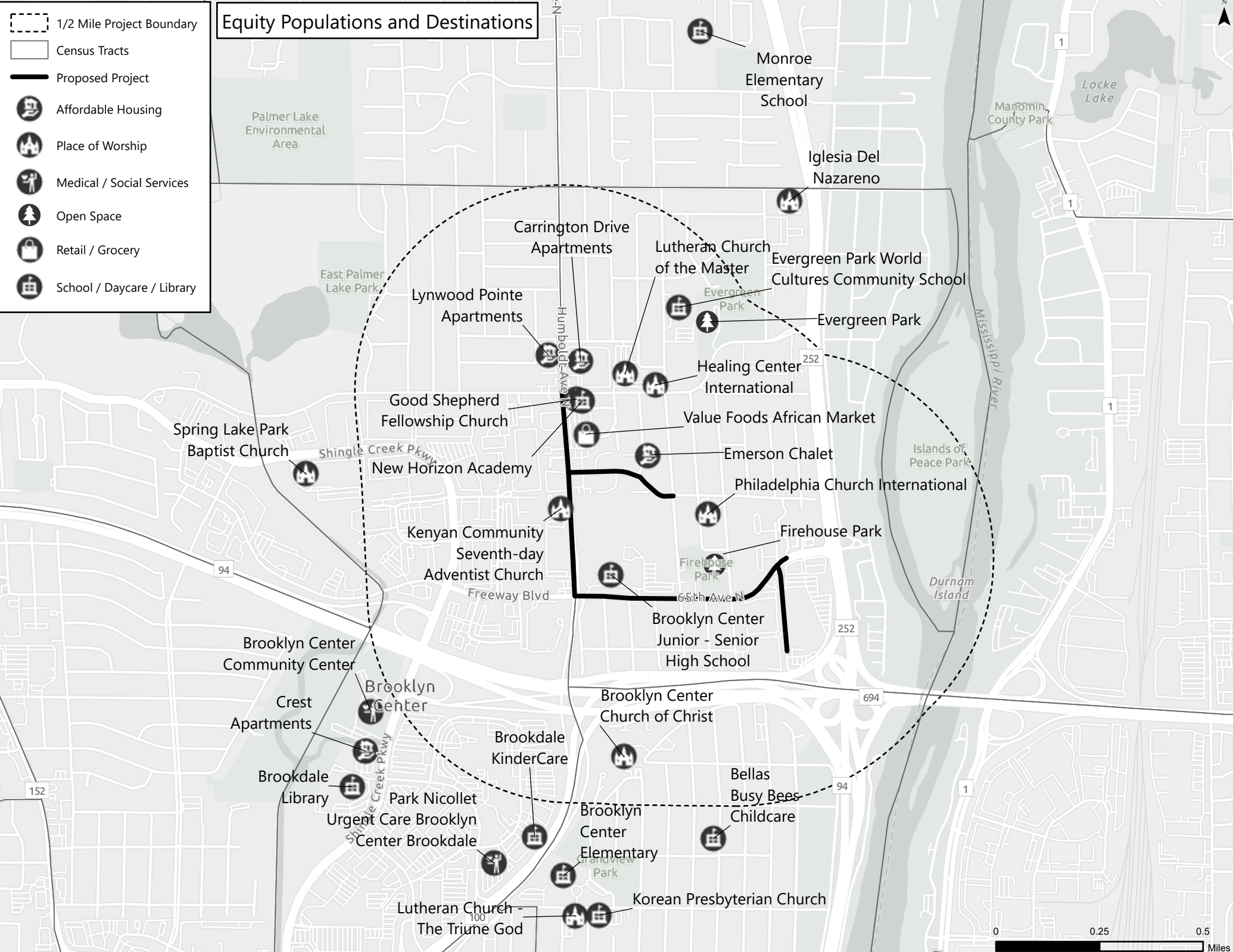


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>



Equity Populations and Destinations

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





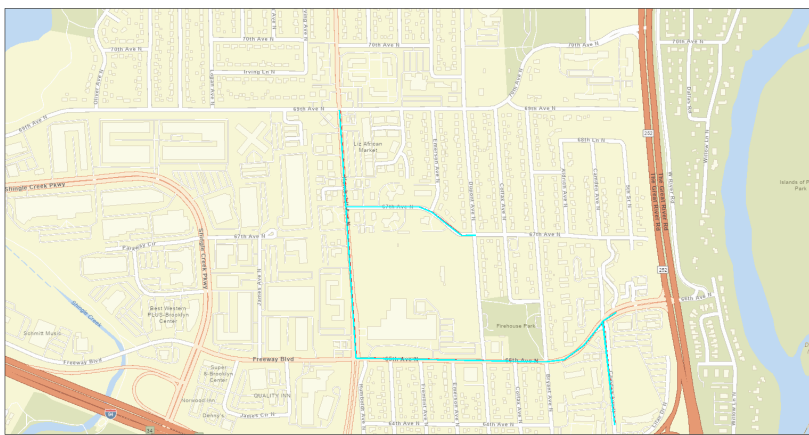
EJScreen Community Report

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

Brooklyn Center, MN

.5 miles Ring around the Corridor
 Population: 7,217
 Area in square miles: 1.90

A3 Landscape



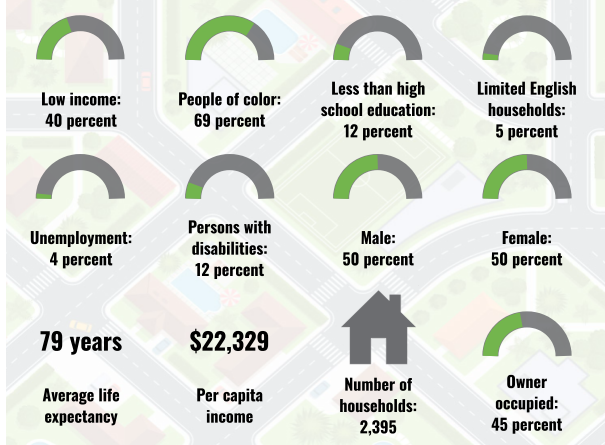
November 1, 2023

BC HS

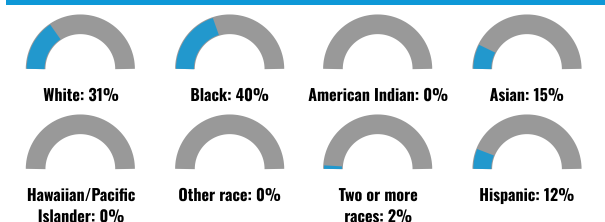


Map: Community Area Contribution, Metropolitan Council; Metadata: Three Rivers Area Center of OpenStreetMap; Metadata: EPA, HUD, Census, California, and Minnesota; for: 08/11/2023, 10:55:53; EPA; NPS; US Census Bureau; USDA

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	74%
Spanish	10%
French, Haitian, or Cajun	1%
Vietnamese	2%
Tagalog (including Filipino)	1%
Other Asian and Pacific Island	9%
Other and Unspecified	4%
Total Non-English	26%

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.

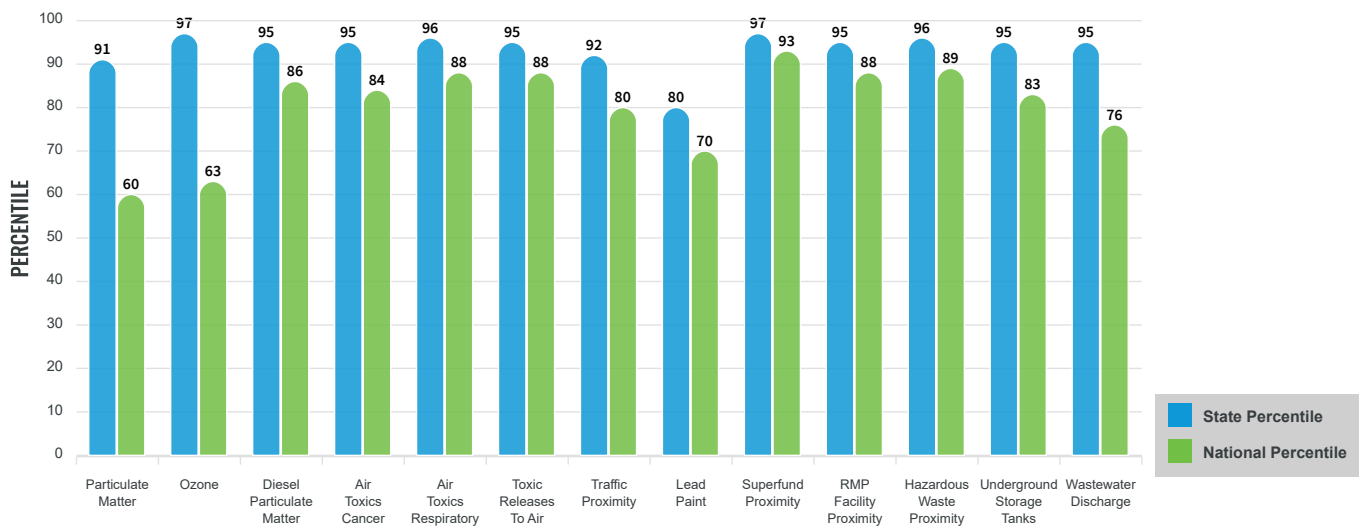
Environmental Justice & Supplemental Indexes

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.

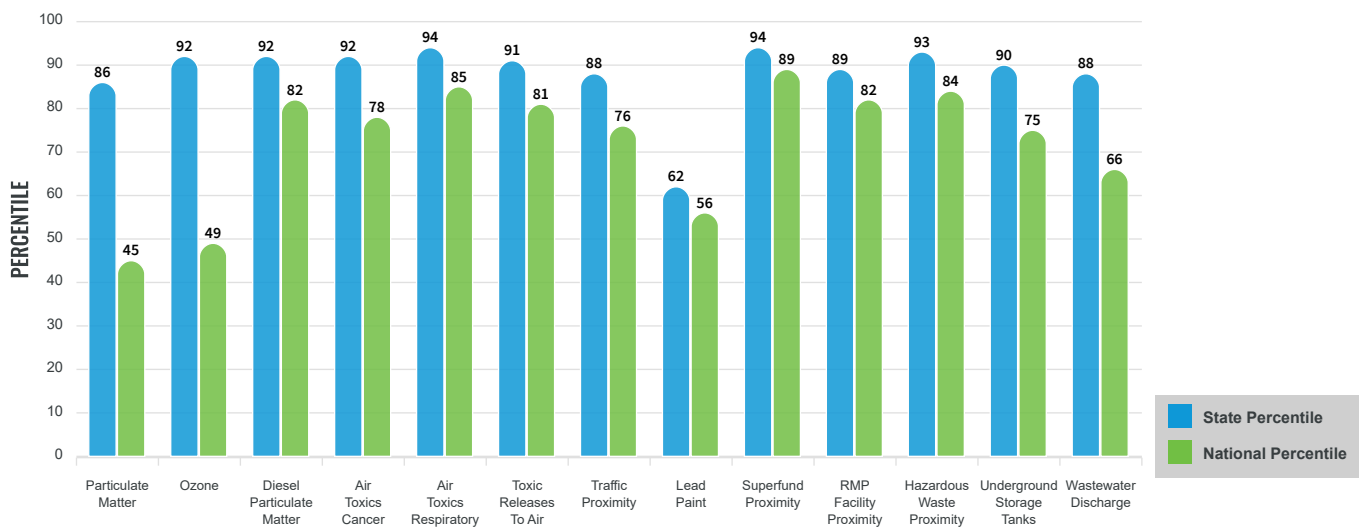
EJ INDEXES FOR THE SELECTED LOCATION



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

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m ³)	7.43	6.78	63	8.08	30
Ozone (ppb)	59.2	58.2	75	61.6	33
Diesel Particulate Matter (µg/m ³)	0.367	0.21	85	0.261	79
Air Toxics Cancer Risk* (lifetime risk per million)	30	22	69	25	52
Air Toxics Respiratory HI*	0.4	0.26	83	0.31	70
Toxic Releases to Air	2,300	1,500	86	4,600	75
Traffic Proximity (daily traffic count/distance to road)	450	140	92	210	89
Lead Paint (% Pre-1960 Housing)	0.19	0.33	41	0.3	47
Superfund Proximity (site count/km distance)	1.3	0.19	97	0.13	98
RMP Facility Proximity (facility count/km distance)	0.82	0.48	80	0.43	85
Hazardous Waste Proximity (facility count/km distance)	5	1.3	94	1.9	89
Underground Storage Tanks (count/km ²)	3.5	1.8	83	3.9	70
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.002	0.19	76	22	54
SOCIOECONOMIC INDICATORS					
Demographic Index	54%	22%	94	35%	78
Supplemental Demographic Index	16%	11%	85	14%	65
People of Color	69%	20%	95	39%	77
Low Income	40%	23%	84	31%	69
Unemployment Rate	4%	4%	62	6%	50
Limited English Speaking Households	5%	2%	87	5%	76
Less Than High School Education	12%	7%	84	12%	65
Under Age 5	10%	6%	87	6%	86
Over Age 64	9%	17%	22	17%	22
Low Life Expectancy	19%	17%	71	20%	47

*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	1
Water Dischargers	0
Air Pollution	5
Brownfields	0
Toxic Release Inventory	4

Other community features within defined area:

Schools	8
Hospitals	0
Places of Worship	7

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	19%	17%	71	20%	47
Heart Disease	6.1	5.6	65	6.1	52
Asthma	10.7	9	95	10	71
Cancer	5.2	6.4	20	6.1	27
Persons with Disabilities	10.2%	11.4%	42	13.4%	33

CLIMATE INDICATORS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	7%	8%	52	12%	54
Wildfire Risk	0%	4%	0	14%	0

CRITICAL SERVICE GAPS					
INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	9%	11%	47	14%	43
Lack of Health Insurance	13%	5%	96	9%	79
Housing Burden	No	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

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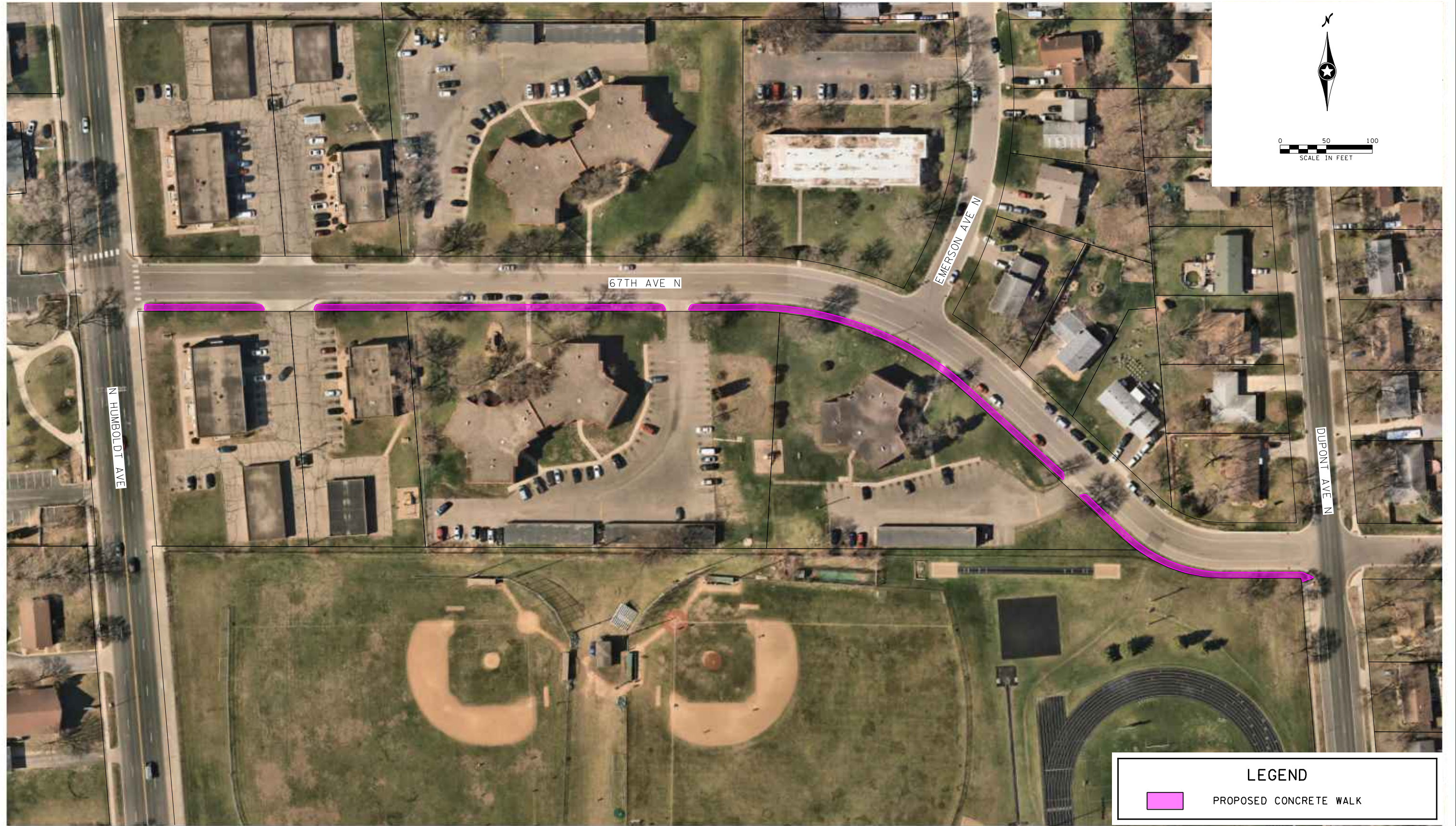
N Humboldt Ave

Brooklyn Center High School Area Pedestrian Improvements
Brooklyn Center, MN

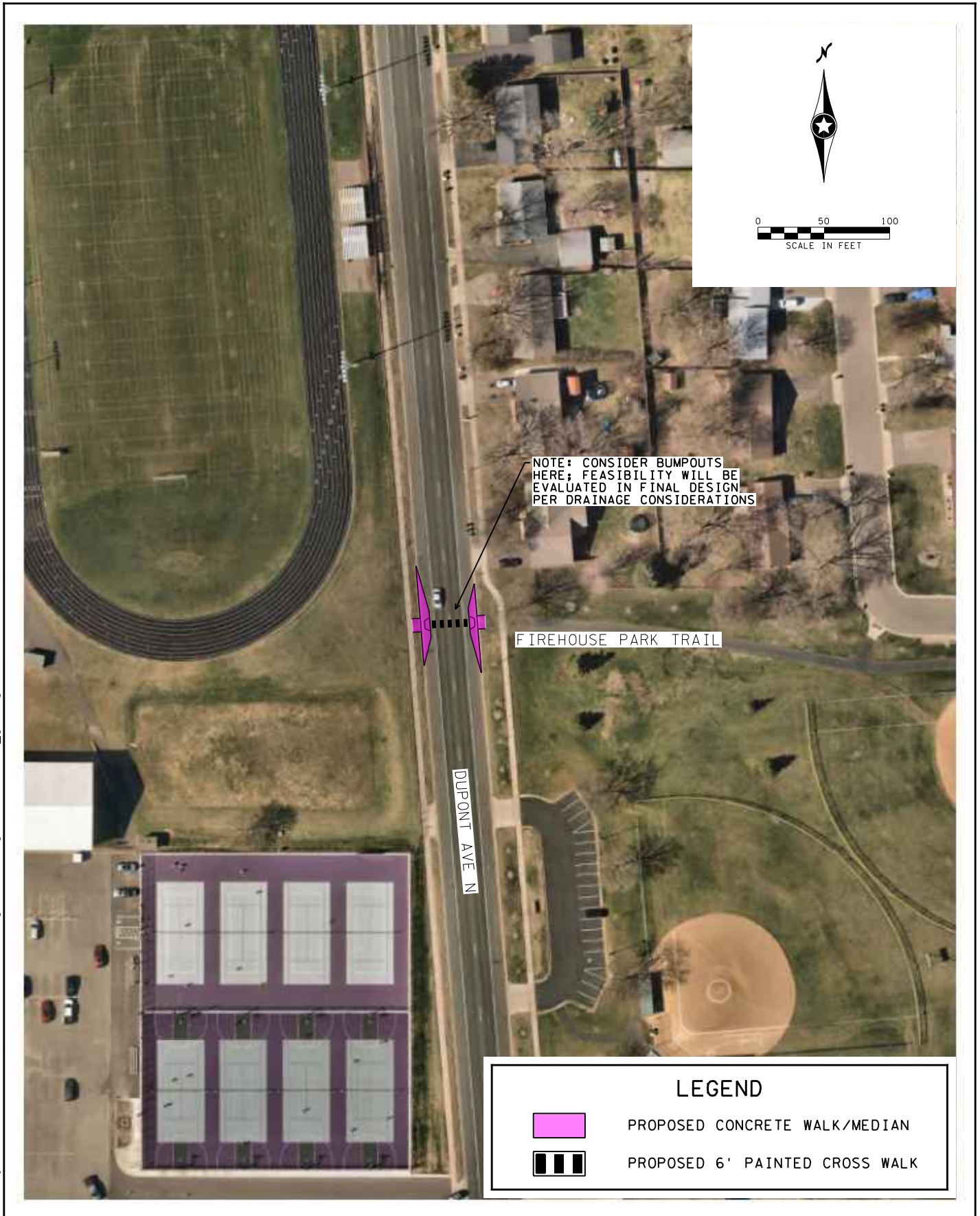
Job 17215
12/13/2023

Figure A

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MIDBLOCK CROSSING ON DUPONT AVE N

Brooklyn Center High School Area Pedestrian Improvements
BROOKLYN CENTER

Figure D

Job 17215
12/11/2023

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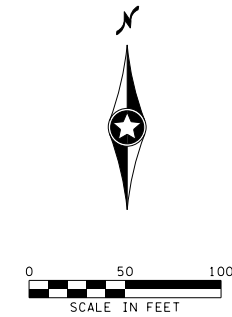
65TH/66TH AVE N



Brooklyn Center High School Area Pedestrian Improvements
Brooklyn Center, MN

Job 17215
12/13/2023

Figure E1

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LEGEND	
	PROPOSED RESURFACING
	PROPOSED 6' PAINTED CROSS WALK



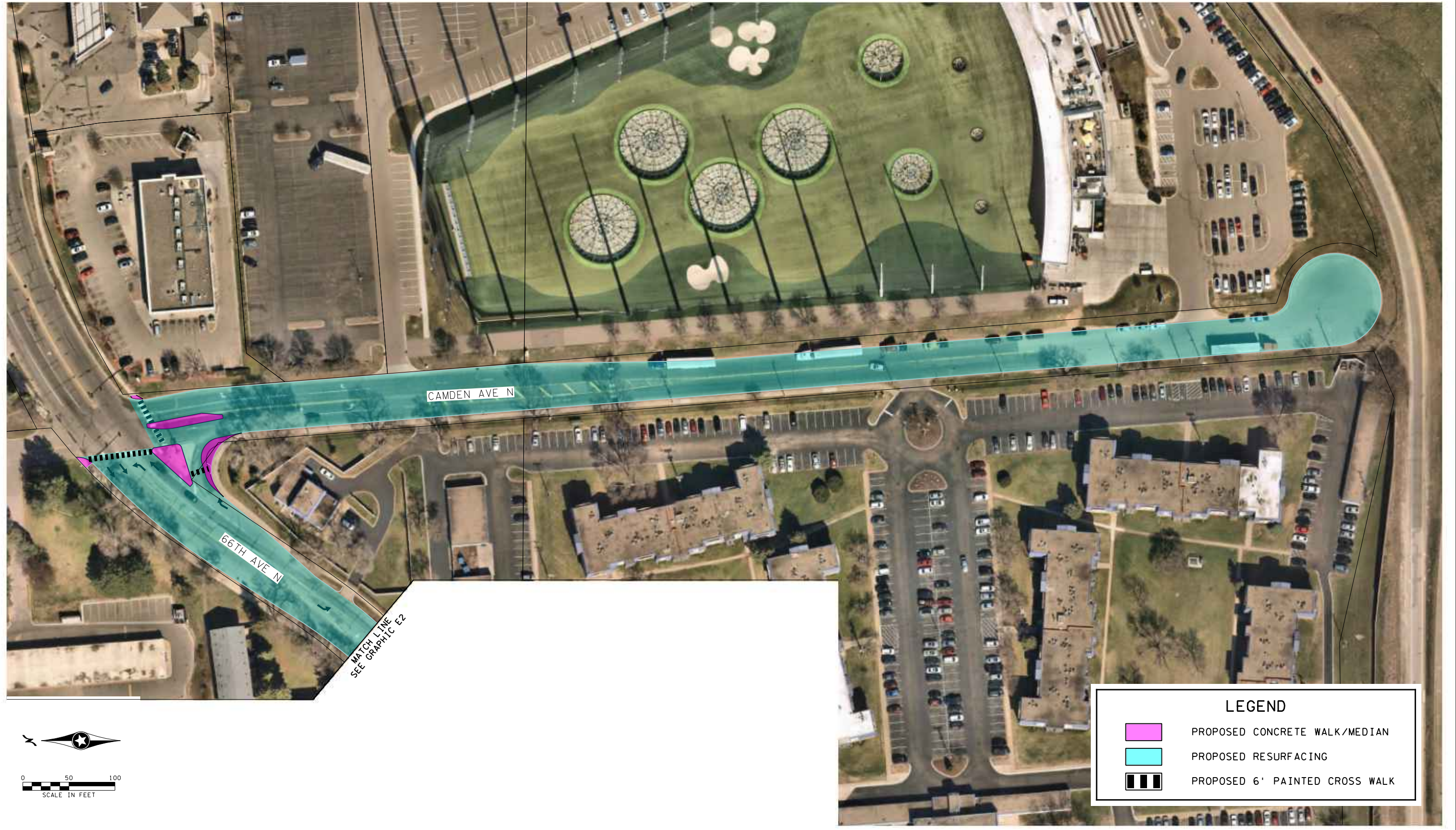
65TH/66TH AVE N AND CAMDEN AVE

Brooklyn Center High School Area Pedestrian Improvements
Brooklyn Center, MN

Job 17215
12/8/2023

Figure E2

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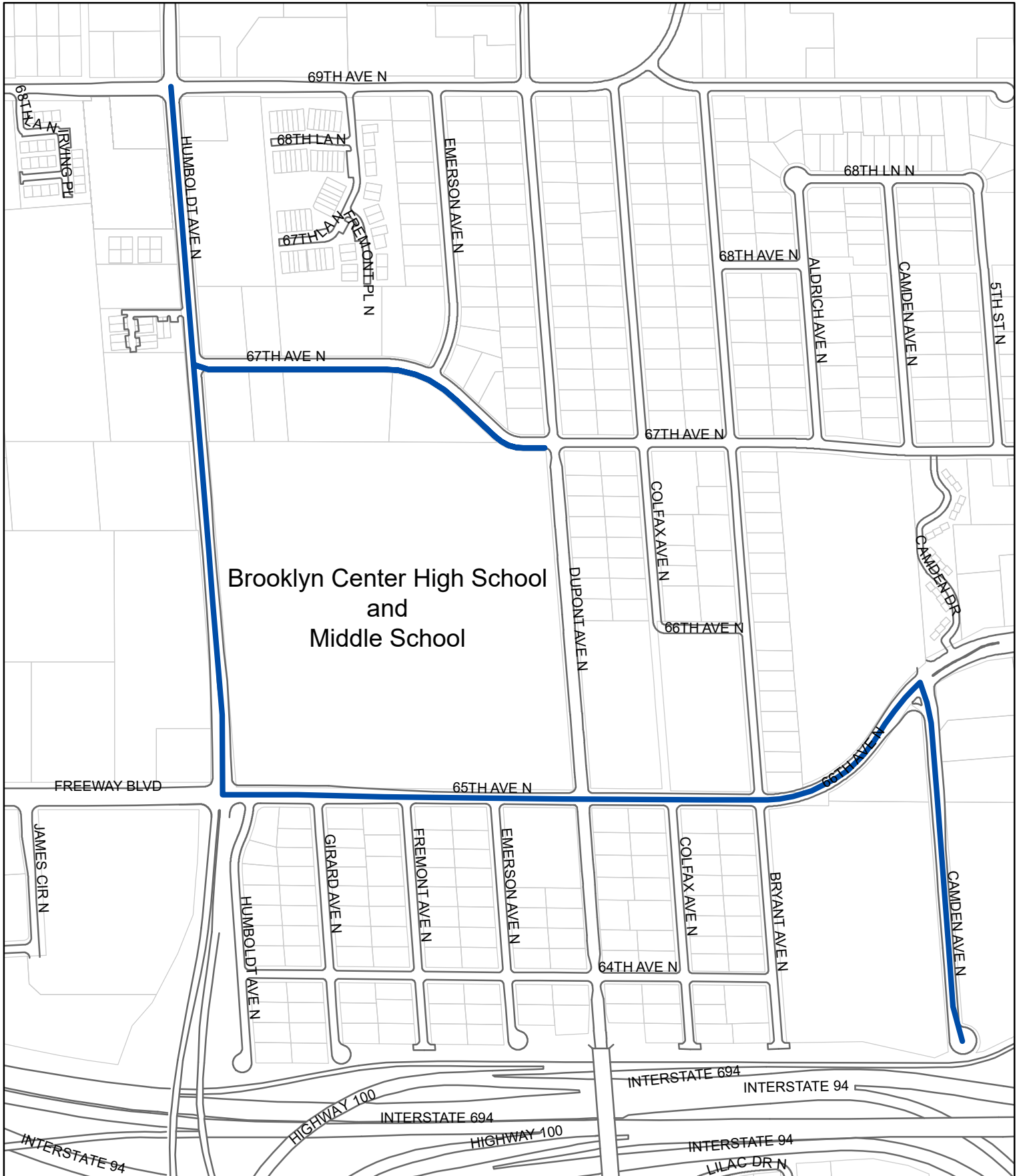
65TH/66TH AVE N AND CAMDEN AVE

Brooklyn Center High School Area Pedestrian Improvements
Brooklyn Center, MN

Job 17215
12/08/23

Figure E3

Brooklyn Center High School Pedestrian Improvements Project Area 2023



Project Summary



Project Name: Brooklyn Center High School Pedestrian Improvements

Applicant: City of Brooklyn Center

Total Project Cost: \$2,878,000

Requested Federal Dollars: \$2,000,000

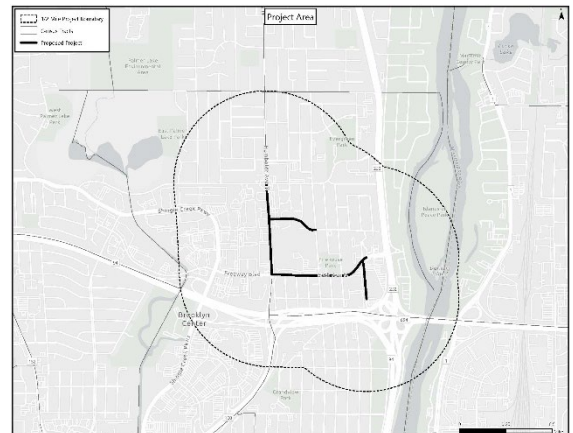
Project Location: N Humboldt Avenue, 67th Avenue N and 65th Avenue N

Project description:

The proposed project will improve pedestrian safety and access within the surrounding area of Brooklyn Center High School. In the last ten years, 12 crashes involving bicycles or pedestrians within the project area have occurred. This includes two fatal (type K) crashes (both in 2022) and one serious injury (type A) crash (2013).

The proposed project will upgrade N Humboldt Avenue and 65th Avenue, to improve the safety of the pedestrian environment. The proposed project includes the following elements:

- Pavement upgrades on N Humboldt Avenue between 69th Avenue N and 65th Avenue and 65th Avenue N between N Humboldt Avenue and Camden Avenue N to facilitate a road diet.
- Pedestrian crossing enhancements such as, Rectangular Rapid Flashing Beacons (RRFB), bump outs, median refuge islands, ADA compliant ramps, and other safety improvements at the intersections of N Humboldt Avenue/67th Avenue N, N Humboldt Avenue/65th Avenue N, 65th Avenue N/Fremont Avenue N, and Dupont Avenue N/Firehouse Park Trail entrance.
- New sidewalk segment on the south side of 67th Avenue N between N Humboldt Avenue and Dupont Avenue N.
- Reconstruction of the eastern leg of the 66th Avenue N/Camden Avenue N intersection to reduce the crossing distance and improve the right-turn slip lane to create a safer pedestrian environment.



Project benefits include:

- Improve access and safety for students walking or biking to Brooklyn Center High School
- Strengthen the City's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide last-mile bicycle and pedestrian facilities to transit routes and key destinations, enabling residents of low-income housing to access regional job centers in areas with higher housing costs

Member Jerzak introduced the following resolution and moved its adoption:

RESOLUTION NO. 2023-109

RESOLUTION AUTHORIZING THE SUBMITTAL OF A PEDESTRIAN FACILITIES APPLICATION THROUGH THE METROPOLITAN COUNCIL'S 2024 REGIONAL SOLICITATION GRANT PROCESS

WHEREAS, the Pedestrian Facilities Grant, via Metropolitan Council's 2024 Regional Solicitation, provides funds for pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system, and;

WHEREAS, The City of Brooklyn Center desires to augment two street resurfacing projects with pedestrian improvements. The two street resurfacing projects, Humboldt Ave, 65th to 69th, and 65th/66th Ave and Camden Ave, are programmed in the City's Capital Improvement Program in 2027 and 2028, respectively.

WHEREAS, Brooklyn Center Community Schools, the local authority of the public school involved in the project, have written a letter of support for the proposed project and grant application.


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brooklyn Center, Minnesota, that:

- i. The City of Brooklyn Center authorizes Pedestrian Facilities grant application submittal to the Metropolitan Council's 2024 Regional Solicitation grant process.
- ii. The City of Brooklyn Center authorizes the commitment of local funds to provide the required 20 percent local match for the federal funding.
- iii. The City of Brooklyn Center documents its acceptance of the responsibility for operating and maintaining the project facilities within the public right-of-way throughout their useful life.
- iv. The Public Works Director is authorized and directed to execute the application for the Metropolitan Council's 2024 Regional Solicitation Program.

November 27, 2023

Date


City Clerk


Mayor Pro Tem

The motion for the adoption of the foregoing resolution was duly seconded by member:

Kragness

and upon vote being taken thereon, the following voted in favor thereof:

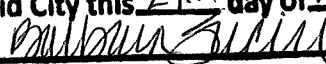
Butler, Jerzak, Kragness

and the following voted against the same: none.

whereupon said resolution was declared duly passed and adopted.

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Brooklyn Center do hereby certify that the attached and/foregoing Resolution was duly adopted by the Brooklyn Center City Council at its Regular Meeting of November 27, 2023 and as recorded in the Minutes of said Regular Meeting. WITNESS my hand and seal of said City this 29th day of Nov., 2023





November 6, 2023

5910 Shingle Creek Parkway
Brooklyn Center MN 55430

To: Met Council
Re: City of Brooklyn Center Pedestrian Grant Letter of Support

I am ecstatic to write this letter of support for the City of Brooklyn Center in their application for the pedestrian grant. I am the proud wellbeing specialist for the Brooklyn Center Community School District (BCCS). We are a district serving 2400 children and their families in the urban core on the Northwest edge of Minneapolis. The students and their family members that we serve make up a diverse community, with 46% identifying as Black, 26% as Latino, 14% as Asian/So. Pacific Islander, 6% as White, 1% as Indigenous, and 7% as two or more races. In addition, 86% of the community of students qualifies for free or reduced meals.

The BCCS mission is, "To become a justice-centered school community who fuels the unique genius of each student". Furthermore, BCCS is a Full-Service Community Schools district, with wellness and equity as foundational pillars. The City of Brooklyn Center pedestrian initiative is an important component of ensuring that all BCCS students have access to learning to safely navigate the neighborhood streets and trails, as well as increasing the amount of outdoor physical activity students receive during and outside of the school day.

Pedestrian and biking access and safety is an important topic in Brooklyn Center Community Schools District. The district has engaged in Safe Routes To Schools (SRTS) programming for over a decade. Central to this programming includes partnering with the City of Brooklyn Center, Brooklyn Center Police Department, Minnesota Department of Transportation, Three Rivers Parks District, and Minnesota Bike Alliance. As the district continues to expand pedestrian and biking opportunities for all students, the need for updated city infrastructure has been identified for safer access for students, families, staff and community members.

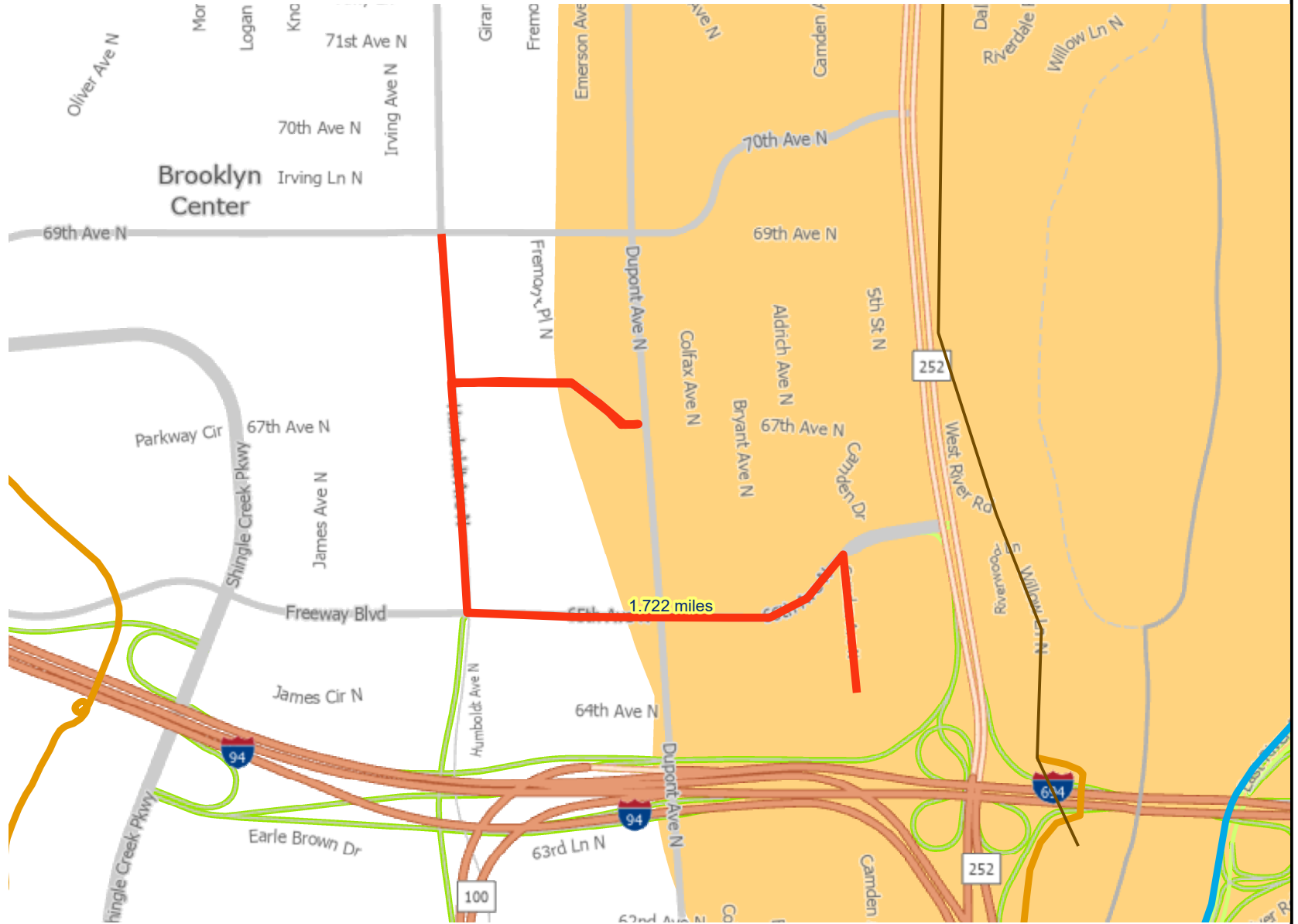
Examples of pedestrian and bike programming in BCCS schools are numerous. The district has hosted Minnesota Bike Alliance three times to offer the Walk, Bike, Fun curriculum training for our staff, partners and community organizations, and has more dates scheduled during the 2023-24 school year. BCCS procured its own bike fleet in the spring of 2023 and students use the bikes in Physical Education classes, during family and community engagement events, during Out of School Time programs and more. The district hosts Walk and Roll to School Day events at the schools in the spring and fall, with close to 100% of the middle and high school students participating in activities at the May, 2023 event. All elementary and middle school students had access to pedestrian and bike safety lessons at the start of the 2023-24 school year. In addition, with safer infrastructure and greater access, the City of Brooklyn Center holds multiple city and county trails that offer the potential for BCCS students and community members to explore.

We are a community school district who holds strong and sound beliefs in creating equitable access for marginalized and silenced groups of people. I truly believe that this application for the Met Council pedestrian grant will move our community forward in our pursuits. I am in full support of this application and implore you to choose the City of Brooklyn Center for this grant. Our young people and our community need and deserve it.

Respectfully,

Michelle Auld
Brooklyn Center Community Schools Wellbeing Specialist
mauld@bccs286.org

Project to RBTN Orientation



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



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

