

Application

10354 - 2018 Roadway Modernization

10937 - Marshall Street NE (CSAH-23) Reconstruction with addition of multi-modal elements between 16th Avenue NE and 27th Avenue NE in Minneapolis

Regional Solicitation - Roadways Including Multimodal Elements

Status:

Submitted

Submitted Date:

07/13/2018 3:15 PM

# **Primary Contact**

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What Grant Programs are you most interested in?	Regional Solicit Elements	ation - Roadwa	iys Including	Multimodal

# **Organization Information**

Name:	HENNEPIN COUNTY		
Jurisdictional Agency (if different):			
Organization Type:	County Government		
Organization Website:			
Address:	DPT OF PUBLIC WORKS		
	1600 PRAIRIE DR		
*	MEDINA	Minnesota	55340
	City	State/Province	Postal Code/Zip
County:	Hennepin		
Phone-*	763-745-7600		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000028004A9		

# **Project Information**

	Marshall Street NE (CSAH-23) Reconstruction with addition of
Project Name	multi-modal elements between 16th Avenue NE and 27th
	Avenue NE in Minneapolis
Primary County where the Project is Located	Hennepin
Cities or Townships where the Project is Located:	Minneapolis
Jurisdictional Agency (If Different than the Applicant):	

This project is a reconstruction of Marshall Street NE (County State Aid Highway 23) from 16th Avenue NE to 27th Avenue NE in the City of Minneapolis. Marshall St. is functionally classified as an A-minor Arterial Reliever.

Construction items include reconstruction of the roadway with underground utilities (storm & sanitary sewer, water, etc.), curb and gutter (incl. catch basins), traffic signals, BNSF at-grade railroad crossing, ADA compliant sidewalks and pedestrian ramps. Also included is the addition of an enhanced bikeway with high levels of separation from traffic, and streetscaping / landscaping elements. Striping will be reconfigured for turn and parking lanes, and lighting added. As part of the planning & design phases of the project, staff will evaluate the potential for relocating / burying overhead utilities that could be completed as a supplemental activity.

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

Marshall St. is an aging urban arterial that was last fully constructed in 1959. The roadway has received regular maintenance activities such as seal coating, overlays and crack sealing in 1975, 2000, 2012 and 2014. Recent maintenance treatments have been found to be limited in effectiveness as the complete pavement structure continues to deteriorate.

The corridor has been identified as a provisional project in the county 5-year CIP since 1998, awaiting the availability of adequate funding.

Marshall St. is identified as a bikeway in Hennepin County's 2040 Bicycle Plan (2015) and the recently adopted Minneapolis Protected Bikeway Plan (2015). The improvement of the corridor is a priority of the Hennepin County Bicycle Advisory

Committee (BAC), the Minneapolis Bicycle Advisory Committee (MpIs-BAC) and the Minneapolis Pedestrian Advisory Committee.

This project encompasses a 0.9-mile long second phase of a longer 3-mile bikeway corridor that extends along Marshall St. from Hennepin Ave. NE to St. Anthony Parkway. In 2011 the first phase of the bikeway was implemented from Hennepin Ave. NE to 10th Ave. NE by adding on-street bike lanes. The project will connect between the Minneapolis Parks trail near 16th Ave. NE to the City's recently constructed protected bikeway along 27th Ave. NE.

Extensive stakeholder and community engagement has been underway since 2014 to examine options for improving the corridor. The Mississippi Riverfront Partnership has led a monthly working group of staff from the county, Minneapolis, Minneapolis Parks, Mn/DOT, Above the Falls Citizen Advisory Committee, the Mpls Bike Coalition (aka Our Streets) and four area neighborhoods (Marshall Terrace, Bottineau, Sheridan and St. Anthony West). In the past year, the working group has been expanded to include local business representatives as well.

Marshall Street NE (CSAH-23) from 16th Avenue NE to 27th Avenue NE in Minneapolis. Roadway reconstruction including

underground utilities, curb and gutter, traffic signals, ADA

compliant sidewalks and pedestrian ramps including new

(Limit 2,800 characters; approximately 400 words)

TIP Description <u>Guidance</u> (will be used in TIP if the project is selected for funding)

**Project Length (Miles)** 

0.9

enhanced bikeway

to the nearest one-tenth of a mile

## **Project Funding**

Are you applying for competitive funds from another source(s) to implement this project?

If yes, please identify the source(s)

Federal Amount	\$6,604,000.00
Match Amount	\$1,651,000.00
Minimum of 20% of project total	
Project Total	\$8,255,000.00
Match Percentage	20.0%
Minimum of 20% Compute the match percentage by dividing the match amount by the project total	
Source of Match Funds	Hennepin County local funds
A minimum of 20% of the total project cost must come from non-federal sources; a sources	additional match funds over the 20% minimum can come from other federal
Preferred Program Year	
Select one:	2023
Select 2020 or 2021 for TDM projects only. For all other applications, select 2022	or 2023.
Additional Program Years:	
Select all years that are feasible if funding in an earlier year becomes available.	

# **Project Information-Roadways**

County, City, or Lead Agency	Hennepin County
Functional Class of Road	A-Minor Arterial Reliever
Road System	CSAH
TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET	
Road/Route No.	23
i.e., 53 for CSAH 53	
Name of Road	Marshall Street NE
Example; 1st ST., MAIN AVE	
Zip Code where Majority of Work is Being Performed	55413
(Approximate) Begin Construction Date	04/03/2023
(Approximate) End Construction Date	09/02/2024
TERMINI:(Termini listed must be within 0.3 miles of any wo	rk)
From: (Intersection or Address)	16th Avenue NE
To: (Intersection or Address)	27th Avenue NE
DO NOT INCLUDE LEGAL DESCRIPTION	
Or At	
Primary Types of Work	RECONSTRUCT ROADWAY, REPLACE UNDERGROUND UTILITIES, TRAFFIC SIGNALS, ADA SIDEWALKS, NEW ENHANCED BIKEWAY, LIGHTING, STREETSCAPING

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

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

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

## **Requirements - All Projects**

#### **All Projects**

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

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

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

Goal A (page 2.6)

Obj 1 - Pavement life has expired. Reconstruction improves walking and bicycling (SA2).

Obj 2 - Marshall is a truck route serving industrial & rail shipping yards (SA1). Bicycle & pedestrian facilities support this objective (SA2).

Goal B (page 2.7)

Obj 1 - Critical crash rate is exceeded. Pedestrian & bicycle safety (SB1 & SB6) is improved via crossings, pedestrian ramps & bikeway. County education & enforcement help reduce serious injuries (SB4).

Obj 2 - Marshall is an A-minor reliever providing alternate routes to emergency vehicles during an incident on the interstate. The street has been used as a transit detour route (SB5).

Goal C (page 2-8)

Obj 1 - Marshall is a Tier 1 Corridor on the RTBN (SC15).

Obj 3 - Access to freight terminals such as the Shoreham Yards intermodal terminal (SC9 & SC19) is provided. Marshall serves large industrial & manufacturing including GRACO, PCA and Xcel Energy (SC9).

Obj 4 - The walkway & bikeway increases nonmotorized use. The project termini provide logical bikeway system connections (SC2).

Obj 5 - Travel options for all ages and abilities has been a cornerstone of the county bicycle & ped

List the goals, objectives, strategies, and associated pages:

plans since the 1995 County Bike Plan which called for ?full accommodation?, later extended in 2011 to stress comfort and convenience (SC2 & SC4).

Goal D (page 2.11)

Obj 2 - The project invests in major infrastructure to attract and retain businesses & residents to northeast Minneapolis (Strategy D1 and D3). This project enhances new multi-family developments by connecting to jobs & nearby commercial & recreational uses (SD3).

Obj 3 - Freight movement from industrial businesses is enhanced (SD1) especially via connections to Lowry Ave. (CSAH-153) which is a primary crossing of the Mississippi River (SD2).

Goal E (page 2.12)

Obj 3 - Non-motorized travel is improved via connections to area commercial & city parks located along Marshall Street (SE3).

Obj 4 - Community cohesion and connectedness is supported (SE3). Over the last 4 years, the corridor study group has met with neighborhoods & underrepresented communities as well as participating in special events such as Open Streets (SE6).

Goal F (page 2.13)

Obj 2 - Industrial, residential & recreational uses is supported (SF9). Highway & rail freight movement is supported for area industrial businesses (SF10).

Obj 3 - Project encourages integration of ped &

bicycle amenities. Redevelopments have emphasized increased residential density (SF2 & SF6).

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.

## Local Planning Documents

- The project has been identified as a provisional project in the Hennepin County 5-year CIP since 1998. Provisional projects reflect identified areas of need, however they are unfunded, awaiting future funding opportunities.

The 2040 Hennepin County Bicycle
Transportation Plan (February 17, 2015) identifies
the Marshall Street corridor. In terms of bikeway
needs, the project segment ranked in the top third
of all segments evaluated in the plan (over 300
county bikeway segments evaluated).
Portions of the Marshall Street corridor including
the project area are identified as a future
recommended protected bikeway in the
Minneapolis Bicycle Master Plan Update (July 10, 2015).

- The Marshall Street corridor has also been the focus of a number of corridor studies and Small Area Neighborhood plans that have been incorporated into the Minneapolis Comprehensive Plan (Minneapolis Plan - Appendix B, pages 4 and 8).

- Previous corridor studies have included the Marshall Street Design Investigation (2000), and the Marshall Street Corridor Report (2003).

- The corridor is included in the Above the Falls Master Plan Update prepared by the City of Minneapolis in cooperation with the Minneapolis Park & Recreation Board and adopted by the City Council (June 2013).

Regional Planning Documents

- The Marshall Street Corridor is classified as an Aminor Reliever Arterial to I-94 in the Metropolitan

#### List the applicable documents and pages:

Council 2040 Transportation Policy Plan (Adopted January 14, 2015).

- The corridor is identified as a segment of the Mississippi River Trail (MRT) that extends from New Orleans to the Mississippi Headwaters in Itasca (www.dot.state.mn.us/bike/mrt/). Marshall Street is also designated as a portion of Minnesotas first United States Bike Route 45 -(https://www.adventurecycling.org/routes-andmaps/us-bicycle-route-system/national-corridorplan/).

 Marshall Street is designated as a Tier I bikeway alignment within the Regional Bicycle
 Transportation Network (RTBN) adopted by the
 Metropolitan Council in January 2015.

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.

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

5.Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization Modernization and Spot Mobility: \$1,000,000 to \$7,000,000 Traffic Management Technologies (Roadway System Management): \$250,000 to \$7,000,000 Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

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

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing 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 applicant is a public agency that employs 50 or more people and has an right of wa

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

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

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

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

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

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

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

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

## **Roadways Including Multimodal Elements**

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

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

#### Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

adopted ADA transition plan that covers the public y/transportation.		Date plan a	adopted by governing body
ant is a public agency that employs 50 or more people	Yes	05/02/2011	04/06/2020
ently working towards completing an ADA transition overs the public rights of way/transportation.		Date process started	Date of anticipated plar completion/adoption
ant is a public agency that employs fewer than 50			
has a completed ADA self-evaluation that covers the			
ts of way/transportation.		Date self-e	valuation completed
ant is a public agency that employs fewer than 50			
I is working towards completing an ADA self-evaluation			Date of anticipated plar
s the public rights of way/transportation.		Date process started	completion/adoption
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3.Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

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

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

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

## **Requirements - Roadways Including Multimodal Elements**

## **Specific Roadway Elements**

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$429,000.00
Removals (approx. 5% of total cost)	\$321,000.00
Roadway (grading, borrow, etc.)	\$720,000.00
Roadway (aggregates and paving)	\$775,000.00
Subgrade Correction (muck)	\$85,000.00
Storm Sewer	\$770,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$195,000.00
Traffic Control	\$190,000.00
Striping	\$115,000.00
Signing	\$45,000.00
Lighting	\$0.00

Turf - Erosion & Landscaping	\$310,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$800,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,430,000.00
Other Roadway Elements	\$0.00
Totals	\$6,185,000.00

# **Specific Bicycle and Pedestrian Elements**

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$415,000.00
Sidewalk Construction	\$240,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$195,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$50,000.00
Pedestrian-scale Lighting	\$455,000.00
Streetscaping	\$235,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$480,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$2,070,000.00

# Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

# **Transit Operating Costs**

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

# Totals

Total Cost	\$8,255,000.00
Construction Cost Total	\$8,255,000.00
Transit Operating Cost Total	\$0.00

# **Congestion on adjacent Parallel Routes:**

Adjacent Parallel Corridor	Interstate I-94 (Marshall is A-Minor Reliever to this facility)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	34th Avenue North
End Point:	24th Avenue North
Free-Flow Travel Speed:	62
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	54
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	12.9%
Upload the "Level of Congestion" map:	1530102510202_Map - Level of Congestion.pdf

# Principal Arterial Intersection Conversion Study:

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

(65 Points)	
Proposed at-grade project that reduces delay at a Medium Priority Intersection:	
(55 Points)	
Proposed at-grade project that reduces delay at a Low Priority Intersection:	
(45 Points)	
Not listed as a priority in the study:	Yes
(0 Points)	

## **Congestion Management and Safety Plan IV:**

Proposed at-grade project that reduces delay at a CMSP opportunity area:	
(65 Points)	
Not listed as a CMSP priority location:	Yes
(0 Points)	

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

Existing Employment within 1 Mile:	14822
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	4355
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1530102696264_Map - Regional Economy.pdf
Please upload attachment in PDF form.	

## Measure C: Current Heavy Commercial Traffic

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

Along Tier 1:	Yes
Along Tier 2:	
Along Tier 3:	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	
None of the tiers:	

# Measure A: Current Daily Person Throughput

Location

Marshall Street (CSAH-23) at 18th Avenue NE

Current AADT Volume	8400
Existing Transit Routes on the Project	N/A
For New Roadways only, list transit routes that will likely be diverted to the new p	roposed roadway (if applicable).
Upload Transit Connections Map	1530104137358_Map - Transit Connections.pdf
Please upload attachment in PDF form.	
Response: Current Daily Person Throughpu	ıt
Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	10920.0
Measure B: 2040 Forecast ADT	
Use Metropolitan Council model to determine forecast (2040) ADT volume	No
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	2040 Forecast Model developed by SRF for Hennepin County 2040 Mobility Plan - model based on the Metropolitan Council ABM Model and refined for anticipated land use growth in the top 10 cities. SRF incorporated details from 5 of the top 10 cities where detailed 2040 city forecasts were already being developed.
Forecast (2040) ADT volume	8800

# Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Yes

#### Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score )

Projects census tracts are above the regional average for population in poverty or population of color:

(up to 60% of maximum score )

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: (up to 40% of maximum score )

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation project; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Since 2014, the Marshall corridor planning process has been guided by a study group led by the Mississippi River Partnership. This study group has had representation from neighborhoods, Hennepin County, Minneapolis, MnDOT, Minneapolis Parks, Above the Falls, Our Streets, and other stakeholders. Within the last year, participation was expanded to include major area employers and business representatives and Metro Transit.

Public engagement has focused on the four neighborhoods in the corridor (Marshall Terrace, Bottineau, Sheridan and St. Anthony West). Meetings have included neighborhood boards, neighborhood sponsored open house meetings, and presence at special events such as the Central Avenue Open Streets. Flyers for public distribution were developed by the Minneapolis Bicycle Coalition (aka Our Streets).

Surveys were conducted during some of the public meetings and during the Open Streets event to query general public feedback regarding issues or concerns and general vision for the corridor.

In response to neighborhood on-street parking concerns, parking studies were conducted to study existing utilization and potential impacts due to the corridor reconfiguration options.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

**Response:** 

The reconstruction of Marshall Street provides significant benefits by replacing the aged roadway and associated underground utilities. It focuses emphasis on non-motorized modes by expanding pedestrian spaces and adding an enhanced bikeway. Elderly people and people with disabilities will benefit by removal of sidewalk obstructions and inclusion of ADA compliant ped ramps and APS signal improvements.

Public safety improvements are incorporated into the project such as providing increased crossing opportunities with enhanced designs such as bump-outs and refuge islands. Roadway lane narrowing and other techniques are planned to reduce speeding traffic.

Improved walkway and bikeway connections will improve access to area destinations. The project closes a bikeway gap between the Minneapolis Parks Trail (at 16th Avenue NE) and the City's bike boulevard at 27th Avenue NE.

Initial conversations have begun with Metro Transit to consider reinstituting transit service in the corridor. Bus service was eliminated in the 1970's, but recent housing and business development are creating increasing demands for service. If Metro Transit agrees, the corridor design could incorporate special transit provisions at bus stops (floating bus stops enhanced stop locations, etc.).

**Response:** 

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, 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.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Generally, the project is not anticipated to create any long-term negative impacts. Pedestrian and bicycle environments should improve considerably and crossing the corridor should be more safe. The roadway design is aimed at slowing traffic and increasing the visibility where multiple modes interact.

**Response:** 

Short-term construction impacts will likely create inconveniences for travel and access to area residences and businesses. The reconstruction is expected to be extensive and is expected to uncover significant replacement issues with the buried utilities under the street. Within the realms of practicality, measures will be implemented to minimize these disruptions.

(Limit 2,800 characters; approximately 400 words)

Measure B: Affordable Housing

**Upload Map** 

1530108992077\_Map - Socia-Economic Conditions.pdf

Score	Housing Score Multiplied by Segment percent
	Score

Minneapolis	0.9	1.0	100.0	100.0

# **Total Project Length**

Total Project Length (as entered in the "Project Information" form)  $_{0}$ 

# Affordable Housing Scoring

Total Project Length (Miles) or Population	0
Total Housing Score	0

## Affordable Housing Scoring

# Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1959	0.63	1234.17	1371.3
2012	0.03	60.36	67.067
1960	0.24	470.4	522.667
	1	1765	1961

## **Total Project Length**

Total Project Length (as entered in "Project Information" form) 0.9

## **Average Construction Year**

Weighted Year

# Total Segment Length (Miles)

**Total Segment Length** 

# Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements:	Yes		
	10 Ton pavement strength design		
Response:			
	Increased corner radii for truck turning maneuvers		
(Limit 700 characters; approximately 100 words)			
Improved clear zones or sight lines:	Yes		
	Parking removals opening up sightlines at driveways		
Response:	Relocation of utility poles outside minimum operational clear zones (Figure 1 - 1995 Hennepin		
	County Recommended Urban Landscape \ Streetscape guidelines)		
(Limit 700 characters; approximately 100 words)			
Improved roadway geometrics:	Yes		
Response:	Narrowed traffic lanes to 11-feet		
(Limit 700 characters; approximately 100 words)			
Access management enhancements:	Yes		
Response:	Selected driveway removals		
(Limit 700 characters; approximately 100 words)			
Vertical/horizontal alignment improvements:			
Response:			
(Limit 700 characters; approximately 100 words)			
Improved stormwater mitigation:	Yes		
Response:	Storm sewer replacement and upgrading		
(Limit 700 characters; approximately 100 words)			
Signals/lighting upgrades:	Yes		
Beenenee	2 signal replacements including APS enhancements		
Nosponae.			
	Pedestrian and/or street lighting		
(Limit 700 characters; approximately 100 words)			
Other Improvements	Yes		

Full replacement of all underground utilities

**Response:** 

Reconstruction of at-grade BNSF railroad crossing 170 feet north of 16th Avenue NE

(Limit 700 characters; approximately 100 words)

## Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Veh icle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Veh icle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Veh icle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATIO N of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
20.0	20.0	0	1666	0		15311603535 76_Marshall Street at 27th Ave NE - Syncho SimTraffic Reports.pdf
20.0	20.0	0	1666	0		15315070168 28_Marshall Street at 27th Ave NE - Syncho SimTraffic Reports.pdf

## **Vehicle Delay Reduced**

**Total Peak Hour Delay Reduced** 

0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):		
1.9	1.89	0.01		
2	2	0		
Total				
Total Emissions Reduced:		0.01		
Upload Synchro Report				
Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)				

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

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

# **Total Parallel Roadway**

Emissions Reduced on Parallel Roadways	0
--	---

### **Upload Synchro Report**

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

## **New Roadway Portion:**

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

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

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

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

	The following is a list of CMFs accessed from the CMF Clearinghouse database or developed by county staff.
	XX - Improvement Type (CMF ID, crash reduction)
	1) Ground-in wet-reflective pavement markings - All Crashes (8109, 17.5%)
	2) Remove parking on west side - Crashes involving parked cars on west side (No CMF, 100%)
Crash Modification Factor Used:	3) Increase intersection illumination - Nighttime Crashes (8320, 53%)
	4) Install LT lane on CSAH 23 - All Crashes (7998, 12.4%)
	5) High visibility continental crosswalk markings - Ped Crashes (4123, 40%)
	6) Cat-tracking along CSAH 153 through intersection - Sideswipe Crashes (No CMF, 25%)
	7) Mast arms on signal - All crashes (1420, 49%)

(Limit 700 Characters; approximately 100 words)

The Benefit/Cost Analysis evaluated the project corridor in six separate sections (comprised of major intersections and segments) in an effort to target crash themes. Up to two (of the seven selected) CMFs were applied to each crash based on the reported crash type along with the anticipated benefit provided by each safety countermeasure. In all cases, except at the Marshall St/Lowry Ave intersection (which includes skewed geometry and experiences diverse crash types), a maximum of two CMFs were applied to each individual segment or intersection.

The expected service life for each improvement ranged from 10 years to 20 years, therefore, staff assumed an average value to enter into the Benefit/Cost Worksheets. If a service life value was not stated within the guidelines of the 2018 Highway Safety Improvement Program Criteria, then staff identified an expected service life based on information provided in the 2015 MnDOT Traffic Engineering Manual.

The overall average crash reduction expected from the project is 24% (Based on a 76% crash modification factor). Approximately 24% (13.8) of the total number of reported crashes from the years 2013 to 2015 (58) will be reduced through the implementation of various safety countermeasures as part of this project.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio

Worksheet Attachment

Please upload attachment in PDF form.

\$2,146,175.00

1531503586140\_CSAH 23 (Marshall St NE) Reconstruction Project - Crash Worksheet Attachments.pdf

Roadway projects that include railroad grade-separation elements:

## Rationale for Crash Modification Selected:

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

# Measure A: Multimodal Elements and Existing Connections

## **Bicycle Elements**

 No bicycle facilities exist along Marshall St.
 Counts at 16th Ave NE found over 200 bicyclists per day even with no dedicated facilities.

- Community input and demand support a safe and high-comfort enhanced bikeway physically separating people biking from motor vehicles (especially larger freight vehicles).

- The project connects to 3 existing bikeways; 1) the Mpls Parks East River Trail that ends at Marshall St. near 16th Ave. NE, 2) the Mpls Bike Boulevard on 22nd Ave. NE, and 3) the new 27th Ave. NE protected bikeway.

- This project is part of the city / county bike network which eventually connects to the Great Northern Greenway (east of the East River Trail), to the St. Anthony Pkwy Trail to the north, and to existing bikeways along Marshall St. south of 10th Ave. NE which link to the Hennepin Ave. and Stone Arch bridge crossings.

- Some existing bikeways may be temporarily affected during the project construction. The county will follow the Temporary Traffic Control guidelines used by the Mpls Public Works Department (attached).

## Pedestrian Elements

- The pedestrian realm will be greatly enhanced. The project widens pedestrian spaces adding boulevards and removing obstructions. Walkways will be set back from the road for a more comfortable and pleasant environment.

- Improved crossing treatments at key non-

Response:

signalized locations are also planned to enhance safety. Treatments may include high-visibility striping, lighting, bump-outs and refuge islands.

The walkway system connects residential areas with local businesses and major employers. The walkways also directly connect to Marshall Terrace Park, Edgewater Park, Gluek Park and indirectly to Boom Island Park via the East River Trail.
The neighborhoods have identified greening as a high priority to soften the corridor and create a boulevard-like feel.

## Transit Elements

- Discussions have been held with Metro Transit regarding reestablishing transit service in the corridor which previously was provided in the 1970's. The agency is aware of the increase in area residential growth which supports reconsideration.

- Considerable local support exists for the reestablishment of bus service. The design will provide for the inclusion of transit pending Metro Transit's review.

Positive Improvements to the RBTN

- The project completes a critical segment of the RBTN and connects to a number of portions of the bikeway network.

- Marshall St. is an important component of both the national and state bike route systems. In 2012 Marshall St. became part of the first U.S. Bike Route in Minnesota - Route 45. USBR 45 incorporates the Mississippi River Trail (MRT) that extends from Itaska State Park in Minnesota to Venice, Louisiana (the southern terminus of the

Great River Road).

(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)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

#### Attach Layout

Please upload attachment in PDF form.

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

50%

#### **Attach Layout**

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2) Review of Section 106 Historic Resources (20 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

100%

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

100%

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

1531505268125\_Marshall Street - Layout with Hennepin County and MInneapolis Approval.pdf

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	
3)Right-of-Way (30 Percent of Points)	
Right-of-way, permanent or temporary easements either not required or all have been acquired	
100%	
Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete	
50%	
Right-of-way, permanent or temporary easements required, parcels identified	Yes
25%	
Right-of-way, permanent or temporary easements required, parcels not all identified	
0%	
Anticipated date or date of acquisition	12/31/2022
4)Railroad Involvement (20 Percent of Points)	
No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)	
100%	
Signature Page	
Please upload attachment in PDF form.	
Railroad Right-of-Way Agreement required; negotiations have begun	Yes
50%	
Railroad Right-of-Way Agreement required; negotiations have not begun.	
0%	
Anticipated date or date of executed Agreement	07/01/2021

# Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$8,255,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$8,255,000.00

Points Awarded in Previous Criteria

**Cost Effectiveness** 

\$0.00

**Other Attachments** 



Photograph - Before Conditions

4.3 MB

File Name	Description	File Size
10937_beforepic.pdf	Photograph - before conditions	277 KB
BAR 18-0258 - Approved - 2018.06.26.pdf	Hennepin County Board Resolution	114 KB
CIP Book - 2984500 CSAH 23 - Reconst Marshall St fr 3rd Ave NE to Lowry Ave.pdf	Hennepin County 2018-2022 Capital Improvements Program Page for Marshall Street	671 KB
Map - Marshall Street Project Limits.pdf	General Location Map - Marshall Street Project limits	318 KB
Marshall Street - Project Summary.pdf	1-Page Project Summary	240 KB
Minneapolis Street Lighting Policy.pdf	Minneapolis Street Lighting Plan	195 KB
Mpls Bike Lane Closure Guidelines TTC_Feb2014.pdf	Minneapolis Guidelines for Temporary Traffic Control and Typical Layouts for Bike Lane Closures in Minneapolis, MN	822 KB
Project Support Letters.pdf	Support letters from Minneapolis, Mn/DOT, Minneapolis Parks, the 4 affected neighborhoods in the corridor and other key stakeholders	1.3 MB
roadway conditions.pdf	Supplemental photos of roadway conditions along the project area of Marshall Street.	20.0 MB
Web-Links To Bike Plans.pdf	Web Links to the Hennepin County and Minneapolis Bike Plans	65 KB








## 3: 27th Ave NE & CSAH 23

Direction	All	
Future Volume (vph)	1666	
Total Delay / Veh (s/v)	20	
CO Emissions (kg)	1.33	
NOx Emissions (kg)	0.26	
VOC Emissions (kg)	0.31	

## 3: 27th Ave NE & CSAH 23

Direction	All	
Future Volume (vph)	1666	
Total Delay / Veh (s/v)	20	
CO Emissions (kg)	1.32	
NOx Emissions (kg)	0.26	
VOC Emissions (kg)	0.31	

## Timing Report, Sorted By Phase 3: 27th Ave NE & CSAH 23

	-1	4	-4-	¥
Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	67.5	22.5	67.5	22.5
Maximum Split (%)	75.0%	25.0%	75.0%	25.0%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	67.5	0	67.5
End Time (s)	67.5	0	67.5	0
Yield/Force Off (s)	63	85.5	63	85.5
Yield/Force Off 170(s)	52	74.5	52	74.5
Local Start Time (s)	0	67.5	0	67.5
Local Yield (s)	63	85.5	63	85.5
Local Yield 170(s)	52	74.5	52	74.5
Intersection Summary				
Cycle Length			90	
Control Type		F	Pretimed	
Natural Cycle			90	
Offset: 0 (0%), Referenced to	o phase 2	:NBTL an	d 6:SBTL	, Start of

#### Splits and Phases: 3: 27th Ave NE & CSAH 23

Ø2 (R)	<sub>Ø4</sub>	
67.5 s	22.5 s	
Ø6 (R)	₹ø8	
67.5 s	22.5 s	

## 3: 27th Ave NE & CSAH 23

Direction	All	
Future Volume (vph)	1666	
Total Delay / Veh (s/v)	20	
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## Timing Report, Sorted By Phase 3: 27th Ave NE & CSAH 23

		4	-4-	¥
Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	67.5	22.5	67.5	22.5
Maximum Split (%)	75.0%	25.0%	75.0%	25.0%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	67.5	0	67.5
End Time (s)	67.5	0	67.5	0
Yield/Force Off (s)	63	85.5	63	85.5
Yield/Force Off 170(s)	52	74.5	52	74.5
Local Start Time (s)	0	67.5	0	67.5
Local Yield (s)	63	85.5	63	85.5
Local Yield 170(s)	52	74.5	52	74.5
Intersection Summary				
Cycle Length			90	
Control Type		F	Pretimed	
Natural Cycle			90	
Offset: 0 (0%), Referenced t	o phase 2:	NBTL an	d 6:SBTL	, Start of

### Splits and Phases: 3: 27th Ave NE & CSAH 23

Ø2 (R)	<u>⊿</u> <sub>Ø4</sub>	
67.5 s	22.5 s	
Ø6 (R)	₹Ø8	
67.5 s	22.5 s	

## 3: 27th Ave NE & CSAH 23

Direction	All	
Future Volume (vph)	1666	
Total Delay / Veh (s/v)	20	
CO Emissions (kg)	1.32	
NOx Emissions (kg)	0.26	
VOC Emissions (kg)	0.31	

#### Hennepin County Public Works CSAH 23 (Marshall St) - 150' S of 16th Ave NE to 27th Ave NE 2013 - 2015

	MILE	LEFT	RIGHT	ROAD	INTER	CRSH	CRSH MONT	CRSH	CRSH	CRSH D			CITY	MAX	CRSH	CRSH	NO	CRSH LIGHIN	CRSH PRI WEATH		CRSH WKZO
RD NO	РТ	DIST	DIST	ТҮРЕ	ТҮРЕ	YR	н	DAY	HOUR	о wк	CRSH NO	MUN	CODE	SEV	DIAG	TYPE	VEH	G	ER	RD SUR	ТҮРЕ
Segmen	t - CSAH	23 (Mars	hall St) -	150' S of	16th Av	e NE to 2	2nd Ave	NE	-			-		-	-		-				
23	1.59	0	o	41	0	2013	4	6	21	7	130960113	27	2585	N	1	2	2	4	2	2	98
23	1.53	0	0	41	0	2013	11	29	10	6	133330031	27	2585	N	1	2	2	1	1	1	98
23	1.49	0	0	41	0	2014	4	24	14	5	141150095	27	2585	N	2	1	2	1	1	1	98
23	1.51	0	0	41	0	2015	11	29	1	1	153330009	27	2585	N	2	2	2	4	1	1	98
23	1.49	0	0	41	0	2013	8	20	21	3	132320242	27	2585	с	3	1	2	4	1	1	98
23	1.52	0	O	41	0	2013	8	26	17	2	132380163	27	2585	N	3	1	2	. 1	1	1	98
23	1.66	0	0	41	0	2013	9	14	19	7	132570164	27	2585	N	3	1	2	4	3	2	98
23	1.34	0	0	41	0	2015	5	21	17	5	151410198	27	2585	с	5	1	2	. 1	1	1	98
23	1.73	0	0	41	0	2015	5	30	23	7	151510010	27	2585	N	5	1	2	. 7	1	1	98
23	1.53	0	0	41	0	2015	9	18	17	6	152610131	27	2585	N	5	1	2	1	3	2	98
Intersec	tion - CSA	AH 23 (IV	larshall S	it) at 22h	d Ave NE	<u>.</u>	<u> </u>														
23	1.75	0	0	0	5	2014	7	11	23	6	141930010	27	2585	N	1	2	3	4	1	1	98
23	1.79	0	0	0	5	2014	7	25	3	6	142060017	27	2585	с	1	2	2	4	1	1	98
23	1.77	0	0	0	5	2015	9	22	22	3	152670089	27	2585	N	1	2	2	4	1	1	98
23	1.77	0	0	0	5	2014	1	7	10	3	140070103	27	2585	N	4	30	1	. 1	1	5	98
23 Segmen	1.77	0 23 (Mars	0 hall St)	0		2014	8	19	3	3	142310019	27	2585	N	9	2	3	4	2	1	98
Jegmen			inan Stj -				155 (10)														
23	1.82	0	0	41	0	2013	7	18	17	5	131990134	27	2585	N	1	1	2	1	1	1	98
23	1.85	0	0	41	0	2014	12	6	4	7	143400022	27	2585	N	1	2	2	99	99	2	98
23	1.84	0	0	41	0	2015	9	20	2	1	152940087	27	2585	Ν	1	2	1	. 7	1	1	98
Intersec	tion - CSA	ан 23 (М	iarshall S	t) at CSA	<u>н 153 (Lo</u>	owry Ave	<u>)</u>	1	T		[	1	r	1	T		r –	1		I	
23	1.99	0	0	0	12	2013	3	18	15	2	130770226	27	2585	N	1	1	2	1	2	2	98

#### Hennepin County Public Works CSAH 23 (Marshall St) - 150' S of 16th Ave NE to 27th Ave NE 2013 - 2015

	MILE	LEFT	RIGHT	ROAD	INTER	CRSH	CRSH MONT	CRSH	CRSH	CRSH D			СІТҮ	МАХ	CRSH	CRSH	NO	CRSH LIGHIN	CRSH PRI WEATH		CRSH WKZO
RD NO	PT	DIST	DIST	TYPE	TYPE	YR	Н	DAY	HOUR	O WK	CRSH NO	MUN	CODE	SEV	DIAG	TYPE	VEH	G	ER	RD SUR	TYPE
23	1.99	0	0	0	12	2013	4	18	15	5	131080179	27	2585	N	1	1	3	1	4	5	98
23	1.98	0	0	0	12	2014	3	13	10	5	140720101	27	2585	N	1	1	2	1	1	1	98
23	1.94	0	0	41	0	2014	7	23	16	4	142040129	27	2585	N	1	1	2	1	1	1	98
23	1.98	0	0	0	12	2014	11	18	11	3	143220090	27	2585	с	1	1	2	1	2	2	98
23	1.98	0.02	0	0	12	2015	6	3	18	4	151550154	27	2585	с	1	1	3	90	3	2	98
23	1.98	0	0	0	12	2015	8	5	15	4	152460053	27	2585	N	1	1	2	1	1	1	
23	1.98	0	0	0	12	2015	9	30	12	4	153080033	27	2585	N	1	1	2	1	1	1	98
23	1.99	0	0	0	12	2013	11	24	19	1	133280102	27	2585	с	2	1	2	4	1	1	98
23	1.98	0	0	0	12	2014	5	16	17	6	141360112	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2014	8	1	12	6	142130055	27	2585	N	2	1	2	1	1	1	98
23	1.97	0	0	0	12	2014	9	16	16	3	142590145	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2014	9	24	16	4	142670135	27	2585	N	2	1	2	1	2	1	98
23	1.98	0	0	0	12	2014	10	31	21	6	143050060	27	2585	N	2	1	2	4	1	1	98
23	1.98	0	0	0	12	2014	11	6	17	5	143100148	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2014	11	20	9	5	143240092	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2015	2	11	11	4	150420154	27	2585	N	2	1	2	1	1	2	98
23	1.98	0	0.01	0	12	2015	4	22	13	4	151420084	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2015	7	16	18	5	151970178	27	2585	N	2	1	2	1	3	2	98
23	1.98	0	0	0	12	2015	9	16	16	4	152590141	27	2585	N	2	1	2	1	1	1	98
23	1.98	0	0	0	12	2015	10	19	9	2	153230069	27	2585	в	2	1	2			1	98
23	1.98	0	0	0	12	2013	1	18	16	6	130180162	27	2585	N	3	1	2	1	1	1	98
23	1.98	0	0	0	12	2014	5	12	17	2	141320104	27	2585	N	3	1	2	1	3	2	98

#### Hennepin County Public Works CSAH 23 (Marshall St) - 150' S of 16th Ave NE to 27th Ave NE 2013 - 2015

RD NO	MILE	LEFT DIST	RIGHT	ROAD	INTER TYPF	CRSH	CRSH MONT H	CRSH	CRSH	CRSH D	CRSH NO	MUN	CITY	MAX	CRSH	CRSH	NO	CRSH LIGHIN G	CRSH PRI WEATH FR		CRSH WKZO TYPF
		0101	0.01						noon		chon no		CODE		DIAG					ND JON	
23	1.98	0	0	0	12	2015	9	30	18	4	152730179	27	2585	N	3	13	3	1	1	1	98
23	1.98	0	0	0	12	2013	10	15	13	3	132880132	27	2585	с	5	1	2	1	2	2	98
23	1.98	0	0	0	12	2014	1	2	6	5	140020020	27	2585	с	5	1	2	4	1	1	98
23	1.98	0	0	0	12	2015	1	30	7	6	150610059	27	2585	N	5	1	2	1	1	1	98
23	1.98	0	0.01	C	12	2014	9	26	18	6	142690145	27	2585	N	7	25	1	1	1	1	98
23	1.98	0	0	C	12	2014	12	2	4	3	143360015	27	2585	N	7	35	1	4	1	1	98
23	1.96	0	0	0	12	2015	6	22	22	2	151730267	27	2585	N	7	25	1	4	1	1	98
23	1.98	0	0	0	12	2015	3	13	18	6	150720132	27	2585	N	9	1	2	1	1	1	98
23	1.98	0	0	0	12	2013	5	31	17	6	131510187	27	2585	N	90	22	1	1	1	1	98
23	1.98	0	0	0	12	2013	9	14	19	7	132570176	27	2585	В	90	7	1	4	3	2	98
Segmen	t - CSAH	23 (Mars	hall St) -	N of CSA	AH 153 (L	owry Ave	e) to 27th	n Ave NE	-	1							-				
23	2.05	0	0	41	0	2013	3	21	14	5	130800134	27	2585	N	2	2	2	1	1	1	98
23	2.11	0	0	41	. 0	2015	8	4	18	3	152160143	27	2585	с	5	1	2	1	1	1	98
23	2.10	0	0	41	0	2014	7	25	15	6	142060133	27	2585	с	9	1	2	1	2	1	98
Intersec	tion - CS	AH 23 (M	larshall S	t) at 27t	h Ave NE	1	1	1	1	1						[	1	1			
23	2.23	0	0	0	12	2014	3	18	6	3	140770017	27	2585	N	2	2	2	4	1	1	98
23	2.23	0	0	0	12	2015	12	22	14	3	153560154	27	2585	с	4	38	1	99	99	5	98
23	2.23	0	0	0	12	2015	6	22	1	2	153560008	27	2585	N	7	2	2	4	4	3	98
23	2.24	0	0	0	12	2014	8	5	13	3	142170129	27	2585	с	90	6	1	1	2	1	98
Total						58															

<b>B</b> /	C		Control Section	T.H. / Roadway		Location			Beginnin Ref. Pt	ng	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends		
WORKS	nee	[		CSAH 23	From 16th Ave to	22nd Ave			1.34		1.73	Hennepin County	1/1/2013	12/31/2015		
			Descripti	ion of 1 Work	Upgrade existing p Remove parking o	pavement n west sid	markings to g e of roadway	round-in wet- - Crashes inv	reflective pavement markings - All Crashes (CMF ID 8109) olving parked cars on west side of CSAH 23 (No CMF ID)							
Accid	ent Dia	gram	1. Rear End	l	2. Sideswipe	3. Left-Tur	n	5. Right Angle	4, 7 Run Off R	oad	8, 9 Head-On		6, 90, 98, 99			
	_ ́	Codes			Same Direction	<b>_</b>		.↓				Pedestrian	Other	Total		
	al	$\geq$														
	) Fat:	F														
	uy (PI	A														
Study Period:	al Inju	в														
Number of Crashes	Person	с					1	1						2		
	Property Damage	PD			1		2	2					3	8		
% Change	Fatal	F														
in Crashes		_														
	рі	A														
<u>*Use FHWA</u> cmfclearingho		В														
use for Crash Reduction	e A	С					-18%	-18%								
Factors	Propert Damag	PD			-18%		-18%	-18%					-73%			
	Fatal	F														
		А														
Change in Crashes	PI	В														
= No. of		С					-0.18	-0.18						-0.35		
crashes <b>X</b> % change in crashes	roperty Damage	РП			-0.18		-0 35	-0 35					-2.18	-3.05		
Year (Safety I	mprov	ement	t Constructi	ion)	2023		0.00	0.00					2.10	5.05		
(2000-03)	1				2023		Study									
						Type of	Period: Change in	Annual Change in			Annual		B/C=	0.02		
Project Cost	(exclu	de Rig	ght of Way	)	\$ 8,255,000	Crash	Crashes	Crashes	Cost per C	rash	Benefit					
Right of Way	y Cost	s (opt	tional)			F			\$ 1,18	0,000		Using present	worth value	<i>s</i> ,		
Traffic Grow	th Fa	ctor			3%	А			\$ 59	0,000		B=	\$	195,261		
Capital Reco	very					В			\$ 17	0,000		C=	\$ 8,	255,000		
1. Discoun	t Rate				1.3%	С	-0.35	-0.12	\$ 8'	7,000	\$ 10,159	See "Calculat amortization.	ions" sheet f	or		
2. Project	Servio	e Lif	fe (n) See	Appx F	10	PD	-3.05	-1.02	\$	7,800	\$ 7,937					
						Total				\$ 18,097						

<b>B</b> /	C	4	Control Section	T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
WOLKS	nee	ι		CSAH 23	At 22nd Ave				1.74	1.80	Hennepin County	1/1/2013	12/31/2015
			Descript	ion of 1 Work	Upgrade existing p Remove parking o	oavement n west sid	markings to g e of roadway	round-in wet- - Crashes inv	reflective pavement markings - All Crashes (CMF ID 8109) olving parked cars on west side of CSAH 23 (No CMF ID)				
Accide	ent Dia	gram	1. Rear End	1	2. Sideswipe	3. Left-Tur	n	5. Right Angle	4, 7 Run Off Road	8,9 Head-On		6, 90, 98, 99	
		Codes			Same Direction	ſ	<b>←</b>	<b>_</b>		Sideswipe Same	. Pedestrian	Other	Total
	Fatal	F											
	( [P])	A											
Study Period:	al Injur	в											
Number of Crashes	Persor	с										1	1
	Property Damage	PD			1					1		2	4
% Change	Fatal	F											
in Crashes		А											
<u>*Use FHWA</u>	PI	в											
use for Crash Reduction	e K	с										-100%	
Factors	Propert Damag	PD			-18%				-189	%		-18%	
	Fatal	F											
Change in		A											
Crashes	PI	B											
= No. of crashes <b>X</b>	ty še	С										-1.00	-1.00
% change in crashes	Proper Damaș	PD			-0.18				-0.1	8		-0.35	-0.70
Year (Safety I	mprov	ement	t Construct	ion)	2023								
Project Cost	(exclu	de Ri	ght of Way	)	\$ 8,255,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	0.06
Right of Way	v Cost	s (opt	tional)			F			\$ 1,180,00	)	Using nresen	t worth value	25
Traffic Growth Factor 3%		А			\$ 590,000	)	B=	<u>\$</u>	521,239				
Capital Recovery			В			\$ 170,000	)	C=	\$ 8,	255,000			
1. Discount Rate 1.3%			С	-1.00	-0.33	\$ 87,000	\$ 29,027	see "Calculat amortization.	ions" sheet f	or			
2. Project	Servi	e Lif	fe (n) See	Appx F	15	PD	-0.70	-0.23	\$ 7,80	) \$ 1,822			
	· · · · · · · · · · · · · · · · · · ·					Total				\$ 30,848			

B/	<b>C</b>	 , ≁	Control Section	T.H. / Roadway	,		Location			Beginning Ref. Pt.	g	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
WOLKS	snee	ι	С	CSAH 23	From	22nd Ave to	CSAH 1	53 (Lowry Av	e NE)	1.81		1.94	Hennepin County	1/1/2013	12/31/2015
			Descript	ion of d Work	Upgrae Increas	de existing j se intersecti	pavement on illumin	markings to g ance - Nightti	round-in wet- me Crashes (	reflective pave CMF ID 8320)	ment	markings - All C	Crashes (CMF I	D 8109)	
Accid	ent Di	agram	1. Rear End	d	2. Sides	wipe	3. Left-Tur	n	5. Right Angle	4, 7 Run Off Roa	ıd	8, 9 Head-On		6, 90, 98, 99	
		Codes			Same D	irection		<b>←</b> ]			=	Sideswipe Same			
		$\leq$				<b>-</b>	9						Pedestrian	Other	Total
	Fatal	F													
	ry (PI)	A													
Study Period:	al Inju	В													
Number of Crashes	Person	С													
	Property Damage	PD		1										2	3
% Change	Fatal	F													
in Crashes		Α													
*****	PI	B													
<u>cmfclearingho</u> use for Crash		C													
Reduction Factors	Property Damage	PD		-18%										-61%	
	Fatal	F													
		A													
Change in Crashes	PI	в													
= No. of		С													
crashes X % change in	perty mage														
crashes	Prc Da	PD		-0.18	3									-1.22	-1.40
Year (Safety I	Improv	ement	t Construct	tion)		2023		Study					1		
Project Cost	(aval)	uda Di	abt of Way		¢	8 255 000	Type of Crosh	Period: Change in	Annual Change in Crashes	Cost por Cr	ach	Annual Bonofit		B/C=	0.01
Right of Way	v Cos		tional)	,	φ	0,233,000	F	Crashes	Crashes	\$ 1,180.	,000	Benefit	Using program	worthl.	
Traffic Grov	vth Fa	actor	(ional)			3%	А			\$ 590.	,000		B=	\$	<b>61,517</b>
Canital Recovery				В			\$ 170,	,000		C=	\$ 8,	255,000			
1. Discount Rate   1 3%			С			\$ 87,	,000		See "Calculat amortization	ions" sheet f	or				
2. Project	Servi	ce Lif	fe (n) See	Appx F		15	PD	-1.40	-0.47	\$7,	,800	\$ 3,641			
				••			Total			-		\$ 3,641			

<b>B</b> /	B/C worksheet			T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
works	snee	t	D	CSAU 22	At CS AH 152 (Lo				1.05	2.01	Hennepin	1/1/2012	12/21/2015	
				CSAH 25	Install left-turn lan	es on CSA	AH 23 (Marsh	all St NE) - C	rashes involving vehicles on CSAH 23 (CMF ID 7998)					
			Descripti Proposed	ion of d Work	Install cat-tracking	pavemen	t markings to h t markings the	rough intersec	ction on CSAH 153	- Sideswipe Cras	hes on CSAH	0 4123) 153 (CMF II	D N/A)	
Accid	ent Di	agram Codes	1. Rear End	d	2. Sideswipe Same Direction	3. Left-Tur	n	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Same		6, 90, 98, 99		
						ع		<b>_</b>			Pedestrian	Other	Total	
	Fatal	F												
	y (PI)	A												
Study Period:	al Injur	В			1						1		2	
Number of Crashes	Person	С		2	1			2					5	
	Property Damage	PD		6	11		3	1	3	5 1		1	26	
% Change	Fatal	F												
in Crashes														
	PI	B			-25%						-40%			
cmfclearingho use for Crash		C		-12%	-12%			-12%						
Reduction Factors	perty mage	) U		1270	1270									
	tal Da	PD		-12%	-19%		-12%	-12%	-12%	-12%		-12%		
	Fa	F												
Change in	DI	A												
Crashes	PI	B			-0.25						-0.40		-0.65	
= No. of crashes <b>X</b>	ty s	C		-0.25	-0.12			-0.25					-0.62	
% change in crashes	Proper	PD		-0.74	-2.12		-0.37	-0.12	-0.37	-0.12		-0.12	-3.98	
Year (Safety I	Improv	vement	t Construct	ion)	2023									
Project Cost	(exclu	ıde Ri	ght of Way	)	\$ 8,255,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	0.10	
Right of Wa	y Cos	<b>ts</b> (opi	tional)			F			\$ 1,180,000		Using present	worth value	s,	
Traffic Grov	vth F	actor			3%	А			\$ 590,000		<b>B</b> =	\$	857,661	
Capital Recovery		В	-0.65	-0.22	\$ 170,000	\$ 36,867	C=	\$ 8,	255,000					
1. Discount Rate 1.3%			С	-0.62	-0.21	\$ 87,000	\$ 17,880	See "Calculat amortization.	ions" sheet f	or				
2. Project	Servi	ce Lif	fe (n) See	Appx F	12	PD	-3.98	-1.33	\$ 7,800	\$ 10,365				
						Total				\$ 65,113				

B/	C	 , ≁	Control Section	T.H. / Roadway		Location			Beginnir Ref. Pt	ng	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
WULKS	snee	ι	Е	CSAH 23	From CSAH 153 (	Lowry Av	ve NE) to 27th	n Ave NE	2.02		2.20	Hennepin County	1/1/2013	12/31/2015
			Descripti Proposed	ion of 1 Work	Upgrade existing p	grade existing pavement markings to ground-in wet-reflective pavement markings - All Crashes (CMF ID 8109)								
Accid	ent Di	agram Codes	1. Rear End	1	2. Sideswipe Same Direction	3. Left-Tur	n	5. Right Angle	4, 7 Run Off Ro	oad	8, 9 Head-On Sideswipe Same		6, 90, 98, 99	
						ح		<b>_</b>				Pedestrian	Other	Total
	Fatal	F												
	ıry (PI)	A												
Study Period:	onal Inj	В												
Crashes	y Pers	С						1			1			2
	Propert	PD										1		1
% Change	Fatal	F												
in Crashes		A												
*Use FHWA	PI	В												
cmtclearingho use for Crash Reduction		с						-18%			-18%			
Factors	Property	PD										-18%		
	Fatal	F												
		A												
Change in Crashes	PI	В												
= No. of		С						-0.18			-0.18			-0.35
% change in crashes	Property Damage	PD										-0.18		-0.18
Year (Safety I	Improv	/ement	t Construct	ion)	2023							I		
Project Cost	(exclu	ıde Ri	ght of Way	)	\$ 8,255,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per C	rash	Annual Benefit		B/C=	0.01
Right of Way	y Cos	ts (op	tional)			F			\$ 1,18	0,000		Using present	worth value	25,
Traffic Growth Factor 3%		Α			\$ 590	0,000		B=	<u>\$</u>	114,532				
Capital Recovery		В			\$ 170	0,000		C= See "Calculat	\$ 8,2	255,000				
1. Discoun	ıt Rat	e			1.3%	C	-0.35	-0.12	\$ 87	7,000	\$ 10,159	amortization.	sicer j	
2. Project	Servi	ce Lif	e (n) See	Appx F	10	PD	-0.18	-0.06	\$	/,800	\$ 455			
						Total					\$ 10,615			

<b>B</b> /	C		Control Section	T.H. / Roadway		Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
WORKS	nee	t	Е	CSAH 23	At 27th Ave NE				2.21	2.27	Hennepin County	1/1/2013	12/31/2015	
			Descripti	ion of Work	Install mast arms o Remove parking o	stall mast arms on traffic signal - All Crashes (CMF ID 1420) emove parking on west side of roadway - Crashes involving parked cars on west side of CSAH 23 (No CMF ID)								
Accide	ent Dia	igram Codes	1. Rear End	l	2. Sideswipe Same Direction	3. Left-Tur	n	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Same		6, 90, 98, 99		
						ح	•	<b>_</b>		* -	Pedestrian	Other	Total	
	Fatal	F												
	ry (PI)	A												
Study Period:	nal Inju	В												
Number of Crashes	Perso	с							1	-		1	2	
	Property Damage	PD										2	2	
% Change	Fatal	F												
in Crashes		А												
<u>*Use FHWA</u>	PI	в												
cmfclearingho use for Crash		с										-49%		
Factors	Property Damage	PD										-50%		
	Fatal	F												
		A												
Change in Crashes	PI	В												
= No. of		с							0.00			-0.49	-0.49	
crashes X % change in crashes	Property Damage	PD										-1 00	-1 00	
Year (Safety I	mprov	ement	t Construct	ion)	2023				1	1	<u> </u>	1.00	1.00	
Project Cost	(exclu	de Riş	ght of Way	)	\$ 8,255,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit		B/C=	0.05	
Right of Way	y Cost	t <b>s</b> (opt	tional)			F			\$ 1,180,000		Using present	worth value	s,	
Traffic Growth Factor 3%			Α			\$ 590,000		B=	<u>\$</u>	395,965				
Capital Recovery			В			\$ 170,000		C=	\$ 8,2	255,000				
1. Discount Rate 1.3%			С	-0.49	-0.16	\$ 87,000	\$ 14,223	amortization.	ions sneel f					
2. Project	Servio	ce Lif	e (n) See	Appx F	20	PD	-1.00	-0.33	\$ 7,800	\$ 2,602				
						Total				\$ 16,825				









## TYPICAL ROAD CROSS-SECTION

## MARSHALL STREET NE 18TH AVENUE NE TO 22ND AVENUE NE







## HENNEPIN COUNTY MINNESOTA

# Hennepin County, Board of Commissioners **RESOLUTION 18-0258**

## 2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

#### Roadway reconstruction/modernization

• Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

- 2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis CP 2174100
- 3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis CP 1001648 & 2140900
  - Project Not Programmed in 2018-2022 CIP
- 4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis CP 2984500

#### **Roadway expansion**

- Programmed in 2018-2022 CIP
- 5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park CP 2167700

#### Bridges

- Programmed in 2018-2022 CIP
- 6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono CP 2163400
  - Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400 8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

#### Multi-use trails and bicycle facilities

Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
 10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
 11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
 12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301

13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

#### **Pedestrian facilities**

#### Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin Board of County Commissioners								
YEAS	NAYS	ABSTAIN	ABSENT					
Mike Opat								
Linda Higgins								
Marion Greene								
Peter McLaughlin								
Debbie Goettel								
Jan Callison								
Jeff Johnson								
RESOLUTION ADOPTE	D ON 6/26/2	018						

ATTEST:

M. Roge

Deputy/Clerk to the County Board



www.minneapolismn.gov

Support for Hennepin County Regional Solicitation Applications

Dear Mrs. Stueve:

Hennepin County has requested letters of support for a series of grant applications across three funding categories as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Due to the number of application submittals by Hennepin County in the Roadway Reconstruction and Modernization category, Minneapolis Public Works has submitted a prioritized list of support.

Minneapolis Public Works evaluated Hennepin County's requested letters of support for Roadway Reconstruction and Modernization projects to develop a priority list for which the City wishes to express its support. This evaluation included a review of completed plans, studies, and community engagement, as well as documented City priorities and funding capacity. Minneapolis Public Works supports the following list of projects, in priority order based on this evaluation and overall anticipated benefit for Minneapolis and Hennepin County residents, workers, businesses, freight operators, and visitors:

- 1. Lowry Avenue NE (CSAH 153) Reconstruction: Washington Street NE to Johnson Street NE
- 2. Marshall Street NE (CSAH 23) Reconstruction: 16th Avenue NE and 27th Avenue NE
- 3. Osseo Road (CSAH 152) Reconstruction: Penn Avenue N (CSAH 2) to 49th Avenue N

In addition to the letters of support requested for Roadway Reconstruction and Modernization projects, Hennepin County requested letters of support for three projects in the Multiuse Trail and Bicycle Facilities category and one project in the Bridge Rehabilitation/ Replacement category. The City of Minneapolis hereby expresses its support, in no particular order, for the following two federal funding applications:

- University Avenue (CSAH 36) / 4th Avenue (CSAH 37) Protected Bikeway
- Basset Creek (Washington Avenue CSAH 152) Bridge Replacement

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

Director of Public Works City of Minneapolis



## HENNEPIN COUNTY MINNESOTA

# Hennepin County, Board of Commissioners **RESOLUTION 18-0258**

## 2018

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#### Roadway reconstruction/modernization

• Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

- 2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis CP 2174100
- 3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis CP 1001648 & 2140900
  - Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

#### **Roadway expansion**

- Programmed in 2018-2022 CIP
- 5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park CP 2167700

#### Bridges

- Programmed in 2018-2022 CIP
- 6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono CP 2163400
  - Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400 8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

#### Multi-use trails and bicycle facilities

Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
 10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
 11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
 12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
 13. CSAH 34 (Detting Devlaced) from CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301

13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

#### **Pedestrian facilities**

#### Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin Board of County Commissioners								
YEAS	NAYS	ABSTAIN	ABSENT					
Mike Opat								
Linda Higgins								
Marion Greene								
Peter McLaughlin								
Debbie Goettel								
Jan Callison								
Jeff Johnson								
RESOLUTION ADOPTE	D ON 6/26/2	018						

ATTEST:

M. Roge

Deputy/Clerk to the County Board

Ducient Name: 2004E		acanat Marchall Ct fr				<b>F</b> or alian	Charte Dras	isianal Draiast		
Major Program: Public	UU CSAFI Z3 - K Works	econst Marshall St Ir .	Sru Ave NE to Lu	wry Ave		Funding	<b>Completion:</b> Prov	ovisional Project		
Department: Transp	ortation Provisio	nal Roads & Bridges F	Projects					evisional respect		
Summary:									The	
Reconstruct Marshall Stree	et Northeast (CSA	AH 23) from 3rd Aven	ue Northeast to	Lowry Avenue No	rtheast (CSAH 153	3) in				
the City of Minneapolis.									Vernutzer	
						Low				
Purpose & Description:						Low			153	
The existing roadway has	reached the end	of its useful life and v	varrants replacer	ment based on the	e condition of ass	ets.		23		
The sidewalk facilities are	in especially poor	r condition that includ	e obstructions fo	or persons	uctures and traffi			47		
signals	bsed project will i	include new pavemen	t, cui b and guite	er, stornwater su						ž
Signalor							+++++ =================================			d'
Staff conducted a parking	study along this	corridor in 2015 that	reviewed the use	e of on-street park	king on both sides	of	+++ $++$	- Z		Jak
the roadway. Staff is curre	ently working on a	a feasibility study that	will consider va	rious roadway cor	figurations to	West B	oadway		Broadway St NF	eu
accommodate all modes o	f transportation.	It is anticipated that	a protected bike	way facility is pre	ferred by the		1 5	SHERE		66
	enic river route a	along the east side of		liver.			2 2 4 3 1	ALL		A
This is a provisional project	t dependent upo	on the availability of fu	Indina.				Ten la	LATT I		
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REVENUES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
EXPENDITURES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Land	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	16,472,000	16,472,000
Consulting	-	-	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-	-	-
Furnishings	-	-	-	-	-	-	-	-	-	-
Other Costs	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	16,472,000	16,472,000

Project Name:2984500CSAHMajor Program:Public WorksDepartment:Transportation F	23 - Reconst Marshall St ovisional Roads & Bridge	fr 3rd Ave NE to Lov s Projects	vry Ave	Funding Start Funding Comp	Provision Provision Provision	nal Project nal Project		
Current Year's CIP Process Summar	Budget to Date	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Department Requested	-	-	-	-	-	-	-	-
Administrator Proposed	-	-	-	-	-	-	-	-
CBTF Recommended	-	-	-	-	-	-	-	-
Board Approved Final	-	-	-	-	-	-	-	-
Scheduling Milestones (major phas Scoping: Design: Procurement: Construction: Completion: Project's Effect on Annual Operatin Provisional Project: No impact to department Annual Impact for Requesting Department Annual Impact for all other Depts: Total	ss only): Budget: ent staff or annual opera :	ting cost. 0 <u>0</u> <b>0</b>	Board Resc This is a prov	olutions / Suppler isional project deper	mental Information	on: ability of funding.		
Last Year's CIP Process Summary	Budget to Date	2017	2018	2010	2020	2021	Beyond	Total
Department Requested	- Judget to Date			19 270 000			- Deyond	19 270 000
Administrator Proposed		-		19,270,000				19,270,000
CBTF Recommended	-	-	-	17,480,000	-	-	-	17,480,000
Board Approved Final	-	-	-	19,270,000	-	-	-	19,270,000



## HENNEPIN COUNTY

## **2018 REGIONAL SOLICIATION**

## MINNESOTA



**Existing Conditions** 



	Project Overview
Project Name:	CSAH-23 (Marshall Street) Reconstruction Project
Roadway:	CSAH-23 (Marshall Street)
Project Termini:	From 16th Avenue NE to 27th Avenue NE
Project Location:	City of Minneapolis

	Solicitation information
Applicant:	Hennepin County
Funding Requested:	\$6,604,000
Total Project Cost:	\$8,255,000

#### **Project Information**

The proposed project will reconstruct CSAH 23 (Marshall Street) to extend its service life. Construction items include reconstruction of the roadway with underground utilities, curb and gutter (incl. catch basins), traffic signals, BNSF at-grade railroad crossing, ADA compliant sidewalks and pedestrian ramps. Also included is the addition of an enhanced bikeway with high levels of separation from traffic, and streetscaping / landscaping elements. Striping will be reconfigured for turn / parking lanes and lighting will be added.

#### **Project Benefits**

The existing CSAH 23 (Marshall Street) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extend into the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

An enhanced bikeway facility is planned to expand multi-modal options in the corridor. Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.




## Temporary Traffic Control and Typical Layouts for Bike Lane Closures in Minneapolis, MN



City of Minneapolis Public Works Department Updated February 2014



This document illustrates typical layouts of Temporary Traffic Control (TTC) for onstreet bike lane closures in the City of Minneapolis. Typical layouts and signing plans are included for common closure types. However, closures may require additional signs or barriers based on the project type, roadway configuration and other safety considerations. Please consult MnDOT's *Minnesota Manual on Uniform Traffic Control Devices TTC Zone Layouts* for additional information. As with any lane closure in Minneapolis, including a bike lane closure, a lane use permit is required. To apply for a lane use permit, please visit the City of Minneapolis' lane use website:

www.minneapolismn.gov/publicworks/permits/public-works\_laneuse

For questions about this document or the lane use permitting process, please contact Scott Kramer at 612-673-2383 or scott.kramer@minneapolismn.gov.

# **Typical Layout for:** Two-way roadway with bike lane closure



# **Typical Layout for:**

Two-way roadway with bike lane closure and parking lane closure



## **Typical Layout for:**

One-way roadway with travel lane closure, bike lane closure and parking lane closure



# **Typical Layout for:**

One-way roadway with parking lane closure and lane shift





www.minneapolismn.gov

Support for Hennepin County Regional Solicitation Applications

Dear Mrs. Stueve:

Hennepin County has requested letters of support for a series of grant applications across three funding categories as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Due to the number of application submittals by Hennepin County in the Roadway Reconstruction and Modernization category, Minneapolis Public Works has submitted a prioritized list of support.

Minneapolis Public Works evaluated Hennepin County's requested letters of support for Roadway Reconstruction and Modernization projects to develop a priority list for which the City wishes to express its support. This evaluation included a review of completed plans, studies, and community engagement, as well as documented City priorities and funding capacity. Minneapolis Public Works supports the following list of projects, in priority order based on this evaluation and overall anticipated benefit for Minneapolis and Hennepin County residents, workers, businesses, freight operators, and visitors:

- 1. Lowry Avenue NE (CSAH 153) Reconstruction: Washington Street NE to Johnson Street NE
- 2. Marshall Street NE (CSAH 23) Reconstruction: 16th Avenue NE and 27th Avenue NE
- 3. Osseo Road (CSAH 152) Reconstruction: Penn Avenue N (CSAH 2) to 49th Avenue N

In addition to the letters of support requested for Roadway Reconstruction and Modernization projects, Hennepin County requested letters of support for three projects in the Multiuse Trail and Bicycle Facilities category and one project in the Bridge Rehabilitation/ Replacement category. The City of Minneapolis hereby expresses its support, in no particular order, for the following two federal funding applications:

- University Avenue (CSAH 36) / 4th Avenue (CSAH 37) Protected Bikeway
- Basset Creek (Washington Avenue CSAH 152) Bridge Replacement

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

Director of Public Works City of Minneapolis



July 8, 2016

James N. Grube, P.E. Director of Transportation and County Engineer Transportation Department 1600 Prairie Drive Medina, Minnesota 55340

RE: Letter of Support for Regional Solicitation Application CSAH 23 (Marshall Street) Reconstruction and Protected Bikeway Enhancement From 10th Avenue NE to 27th Avenue NE

Dear Mr. Grube:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the CSAH 23 (Marshall Street) Reconstruction and Protected Bikeway Enhancement project is part of the Mississippi River Trail (MRT), which is Minnesota's segment of the bicycle route following the river for roughly 600 miles from Itasca State Park to the Iowa Border. While this project is not on Minnesota's trunk highway system or impacting MnDOT right of way, the MRT is an important route for MnDOT as it does traverse the trunk highway system in other parts of Minnesota.

MnDOT's Metro District and Bicycle and Pedestrian Section support this county reconstruction project, knowing the roadway pavement is nearing the end of its functional life. This project will provide a new link in the bikeway network and improve the safety for all transportation modes. Improvements along this corridor will enhance the livability and quality of life for people living in Minnesota and provide improved connectivity and mobility options for people walking and bicycling.

Sincerely,

Scott McBride, P.E. Metro District Engineer

An Equal Opportunity Employer

Cc: Elaine Koustsoukos, Metropolitan Council John Griffith, MnDOT Metro District – West Area Manager Gina Mitteco, MnDOT Metro District – Multimodal Planning Director Amber Dallman. MnDOT – Bicycle and Pedestrian Section Manager



Hennepin County Bicycle Advisory Committee

### A Resolution Supporting a 2018 Application for Federal Funding for the Marshall Street (County Road 23) Corridor 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE

DATE: Monday, April 16, 2018

Motion: Moved by: Billy Binder, Seconded by: Dacia Durham

WHEREAS; The Hennepin County Transportation Department will be submitting project recommendations to the County Board for Metropolitan Council for federal funding grants in 2018; and,

WHEREAS; The Marshall Street was designated as a provisional project (CP-9845) and has been identified in the County Capital Improvement program for over 20 years; and,

WHEREAS; a bikeway was added to Main Street / Marshall Street in 2004 from 1<sup>st</sup> Avenue NE to 10<sup>th</sup> Avenue NE with the intention of extending a future bikeway facility further to the north; and,

WHEREAS; Current evaluations of the roadway condition of Marshall Street have found a limited life remaining and diminishing effectiveness of routine maintenance efforts; and,

WHEREAS; a working group of County and Minneapolis staff with neighborhood and other stakeholder representatives was established in 2014 to examine options for improving the Marshall Street, the group has developed a concept plan to reconfigure the corridor to improve traffic operations, expand landscaping opportunities, improve pedestrian spaces and add a protected bikeway consistent with the Hennepin County Bike Plan and the Minneapolis Protected Bikeway Plan; and,

WHEREAS; the Hennepin County Bicycle Advisory Committee has reviewed the proposed concept and discussed its merits with County staff;

#### NOW THEREFORE IT BE RESOLVED;

The Hennepin County Bicycle Advisory Committee, with the goal of making this corridor safer and more convenient for pedestrians and bicyclists, states its support for applying for a 2018 federal funding grant for the improvement of the Marshall Street corridor.

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X X

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Hennepin County Bicycle Advisory Committee:

Tammy McLemore – District 1 Dacia Durham – District 2 Billy Binder (alternate) – District 2 Dave Carlson – District 3 Hokan (alternate) – District 4 Judy Jones – District 5 David Gepner, Chair – District 5 Peggy Kvam – District 6 Greg Anderson, Vice-Chair – District 7

Attest:

**RESOLUTION ADOPTED** 

Jordan Kocak, Hennepin County Bicycle & Pedestrian Coordinator



6/17/2016

James N. Grube, P.E. Director of Transportation and County Engineer Transportation Department 1600 Prairie Drive Medina, Minnesota 55340

Re: Letter of Support for Regional Solicitation Application CSAH 23 (Marshall Street) Reconstruction and Protected Bikeway Enhancement From 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE

Dear Mr. Grube:

The Minneapolis Bike Coalition supports Hennepin County's federal funding application through the Regional Solicitation for the proposed CSAH 23 (Marshall Street) roadway reconstruction and protected bikeway from 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE, which will include the following improvements:

- Full roadway reconstruction
- Addition of a new protected bikeway
- Improved walkways and boulevard areas

Bike Coalition staff have been participating with the county in a working group of agencies, neighborhoods and other stakeholders, convened by the Riverfront Partnership, for the last year and a half to develop a vision and plan of improvements for the corridor.

We support this county reconstruction project, and intent to engage the community further as the project progresses. We are encouraged by the County's parking study (one of three County Bike Gap Funds projects), and the contact with community and businesses so far.

We understand that the roadway pavement is nearing the end of its functional life. The project will provide a new link in the bikeway network and improve the safety for all transportation modes. Improvements along this corridor will enhance the livability and quality of life for Minneapolis and Hennepin County residents, and improved connectivity and mobility options for users of the bikeway system.

We wish you success with this application and look forward to working with you on the implementation of the project.

Sincerely, Ethan Fawley Executive Director Minneapolis Bicycle Coalition



Administrative Offices 2117 West River Road Minneapolis, MN 55411-2227

Operations Center 3800 Bryant Avenue South Minneapolis, MN 55409-1000

> Phone 612-230-6400 Fax 612-230-6500

www.minneapolisparks.org

President Liz Wielinski

Vice President Scott Vreeland

Commissioners Brad Bourn John Erwin Meg Forney Steffanie Musich Jon C. Olson Anita Tabb M. Annie Young

Superintendent Jayne Miller

Secretary to the Board Jennifer B. Ringold



June 9, 2016

James N. Grube, P.E. Director of Transportation and County Engineer Hennepin County Department of Transportation 1600 Prairie Drive Medina, Minnesota 55340

Re: Letter of Support for Regional Solicitation Application CSAH 23 (Marshall Street) Reconstruction and Protected Bikeway Enhancement From 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE

Dear Mr. Grube:

The Minneapolis Park & Recreation Board (MPRB) supports Hennepin County's federal funding application through the Regional Solicitation for the proposed CSAH 23 (Marshall Street) roadway reconstruction and protected bikeway enhancement from 10th Avenue NE to 27th Avenue NE. The MRPB understands the project will include the following elements:

- Full roadway reconstruction;
- Addition of a new protected bikeway; and
- Improved walkways and boulevard areas.

The MPRB is continuing its efforts to create a recreational trail located on park land along the Mississippi River, however we recognize that the proposed protected bikeway along Marshall Street would provide a more immediate recreational and health benefit, and a much-needed bicycle commuting route. MPRB staff has been participating with the county in a working group of agencies, neighborhoods and other stakeholders for the last year and a half to develop a vision and plan of improvements for the corridor.

We support this county reconstruction project, especially since we understand that the roadway pavement is nearing the end of its functional life. The project will provide a new link in the bikeway network and improve the safety for all transportation modes. Improvements along this corridor will enhance the livability and quality of life for Minneapolis and Hennepin County residents, and improved connectivity and mobility options for users of the bikeway system.

We wish you success with this application and look forward to working with the county on the implementation of the project.

Sincerely,

Jayne Miller, CPRP Superintendent jmiller@minneapolisparks.org

June 14, 2018

Jordan Kocak, Hennepin County Bicycle and Pedestrian Coordinator

Bob Byers, Hennepin County Transportation Planning Engineer

#### Letter of Support for the Marshall Street NE Corridor Regional Solicitation Application

I appreciated the effort put forth in the presentations and thoughtful discussions with businesses, neighborhood, MPRB and Minneapolis representatives as well as interested persons at the 2018 Marshall Street Transportation Study meetings. I want to offer my support for inclusion as a 2018 Regional Solicitation Application.

An off-street continuous two-way bike lane, improved sidewalks and boulevards will provide enhancements and safer connection to parks, the River and businesses for recreation, entertainment and commuting. It will better serve not only persons now using Marshall Street, but the new visitors and residents coming to NE and Minneapolis. I am appreciative that consideration is being given to the pedestrian – bike crossings at Broadway, the East Bank Trail / Great Northern Greenway, 22<sup>nd</sup> Avenue / Bike Boulevard, Lowry and 27<sup>th</sup> Avenue NE.

Respectfully,

# Dan Miller

Dan Miller Minneapolis BAC Ward 1 representative Marshall & Broadway hit and run survivor, CCN 17-348720 Windom Park resident



2205 California Street #107, Minneapolis, MN 55418 | 612-367-7262| bna@bottineauneighborhood.org

July 11, 2018

Carla Stueve, P.E., P.T.O.E Hennepin County Engineer Transportation Project Delivery 1600 Prairie Drive Medina, MN 55340

### Re: Support for Regional Solicitation Application CSAH 23 (Marshall St NE) Roadway Reconstruction Project

Dear Ms. Stueve:

The Bottineau Neighborhood Association hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed roadway project on CSAH 23 (Marshall St NE) from 16<sup>th</sup> Ave NE to 27<sup>th</sup> Ave NE.

The proposed project will construct improvements to the roadway on CSAH 23 which may include but are not limited to; dedicated bicycle facility, enhanced sidewalk and pedestrian realm, roadway crossing improvements and reconstructed roadway and vehicle travel lanes. Additionally, the project will provide ADA compliant curb ramps and signals to better serve all users of the corridor. We are especially enthused about the potential for safe controlled pedestrian crossing avenues that will improve Mississippi River access for thousands of Northeast Minneapolis residents.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Mariam Slayni President Bottineau Neighborhood Association



July 3, 2018

Carla Stueve, P.E., P.T.O.E Hennepin County Engineer Transportation Project Delivery 1600 Prairie Drive Medina, MN 55340

Re: Support for Regional Solicitation Application CSAH 23 (Marshall St NE) Roadway Reconstruction Project

On behalf of the Sheridan Neighborhood Organization [SNO], we would like to state our support for Hennepin County and the reconstruction of Marshall Street from 16th Avenue NE to 27th Avenue NE. Bike safety and alternative modes of transportation with accessible and continuous bikeways have become increasingly important to the residents of SNO. We believe the roadway construction from 16th - 27th on Marshall is critical to creating and maintaining a sustainable bike culture in Minneapolis. Additionally, the project will provide ADA compliant curb ramps and signals to better serve all users of the corridor.

We believe the efforts of the Hennepin County and the conclusions drawn from their Marshall Street Transportation study will help strengthen connections to Marshall Street's businesses and destinations, which is something important to our organization. We support the growth of this corridor as an entertainment, dining, and retail destination and believe the reconstruction of Marshall from 16th - 27th aligns with the desire of neighborhood residents to connect to the river, greenspace and businesses in this area.

The Sheridan Neighborhood Organization views the work of Hennepin County and the reconstruction of this Riverfront area as an investment in perpetual sustainable transportation that will benefit multiple generations of residents in the greater Minneapolis community.

We look forward to working with you to identify opportunities where the Sheridan Neighborhood Organization and Hennepin County can collaborate to strengthen the connection between Marshall Street and greater Minneapolis.

Sincerely,

NadahJance

Nailah Taman Office & Outreach Manager Sheridan Neighborhood Organization

# AFCAC

## Above the Falls Citizen Advisory Committee

James N. Grube, P.E. Director of Transportation and County Engineer Transportation Department 1600 Prairie Drive Medina, Minnesota 55340

Re: Letter of Support for Regional Solicitation Application CSAH 23 (Marshall Street) Reconstruction and Protected Bikeway Enhancement From 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE

Dear Mr. Grube:

The Above the Falls Citizen Advisory Committee (AFCAC) is an organization, made up of representatives from neighborhoods, businesses and environmental organizations, charged with guiding and pro-actively supporting the implementation of the *Above the Falls: A Master Plan for the Upper River in Minneapolis*. In 1999 this plan was adopted by the City of Minneapolis, the Minneapolis Park & Recreation Board (MPRB) and Hennepin County. It was revised with RiverFirst - a 20-year vision for Mississippi riverfront parks that builds on our community's rich river heritage and passion for parks, nature and wildlife.

AFCAC strongly supports Hennepin County's federal funding application through the Regional Solicitation for the proposed CSAH 23 (Marshall Street) roadway reconstruction and protected bikeway from 10<sup>th</sup> Avenue NE to 27<sup>th</sup> Avenue NE, which will include the following improvements: full roadway reconstruction, addition of a new protected bikeway, and improved walkways and boulevard areas

We enthusiastically support the plan for a Protected Bike Lane on Marshall Street NE and are thrilled to see that this project is listed as one of Hennepin County's "Top 25 Planned Bikeway System Corridors."

Marshall Street NE is a historic corridor – it follows the route of the Red River Ox Cart Trail, one of the first roads in Minnesota. It is also part of the Grand Rounds in Minneapolis and the Great River Road National Scenic Byway, and has been designated as a route for the Mississippi River Trail – a national bike trail from Lake Itasca in Minnesota to the Gulf of Mexico. In addition, Marshall Street NE is adjacent to the Above the Falls Regional Park (in development) and the Mississippi National River and Recreation Area (of the National Park Service). In the Above the Falls Plan "a new streetscape" is planned for Marshall Street NE — a "greener, less cluttered, and safer boulevard, with new landscaping and bicycle lanes." A trail on Marshall Street NE will be a major connection to/from downtown Minneapolis and to local and regional trails in all directions. The Above the Falls Plan includes goals for healthy, vibrant communities. Welldesigned, protected bike lanes would increase opportunities for safe biking for underserved populations, attract more people to biking in our city, enhance access to recreational amenities, increase tourism, improve public health and safety, support and encourage businesses to develop and/or grow along the corridor, and enhance the overall quality of life. Additionally, focusing on safe bicycle connections and economic development at key intersections would go a long way towards improving and enhancing the vitality of these corridors. The plans for a Protected Bike Lane on Marshall Street NE support our vision for this important thoroughfare through many of our neighborhoods.

We wish you success with this application and look forward to working with you on the implementation of the project.

Sincerely, Mary Jamin Maguire - Co-Chair, AFCAC 612-781-2589; m.jamin.maguire@gmail.com









![](_page_92_Picture_0.jpeg)

Hennepin County Bicycle Transportation Plan (April 14, 2015) https://www.hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycletransportation-plan.pdf

Minneapolis Protected Bikeway Plan

http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-140315.pdf