Hennepin County - Public Works Transportation

CSAH 81 (W Broadway Ave) Reactive Safety Project

Regional Solicitation - Unique Projects

ID: R-2026-04920

Emily Buell

Requested: $7,000,000

Status Initial Review

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What application category are you applying for.*

Reactive Safety

General Information

Organization Name: Hennepin County - Public Works Transportation

▼ Organization Information

Organization Name	Hennepin County - Public Works Transportation
Legal Name	Hennepin County - Public Works Transportation
Street Address	1600 Prairie DR
Street Address 2	
City	Medina
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55340

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Emily Buell	Emily.Buell@hennepin.us	
Authorized User	Max Wilson	maxwell.wilson@hennepin.us	
Grant Administration	Carla Stueve	Carla.Stueve@hennepin.us	
Developer 1	Jason Pieper	jason.pieper@hennepin.us	

Developer 2	Jordyn Curtis	jordyn.curtis@hennepin.us

▼ Project Information

Project Name* CSAH 81 (W Broadway Ave) Reactive Safety Project

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Minneapolis

Jurisdictional Agency (if different than applicant):

Brief project description. Include location, road name/functional class, type of improvement, etc. Limit of 400 words*

This is a reactive safety project along CSAH 81 (W Broadway Ave) from Lyndale Ave to West River Rd in the City of Minneapolis. A map of the project location can be found in Attachment 2. The current roadway is an A Minor Arterial (Augmentor) that was last reconstructed in 1955 and generally consists of a 4-lane undivided configuration, with turn lanes limited to key intersections, and a sidewalk facility along both sides of the roadway. On-street parking is generally restricted along both sides of CSAH 81 (W Broadway Ave) throughout all times of day - with the exception of the segment from Lyndale Avenue to 4th Street N. There is no bikeway facility and sidewalk facilities are narrow and have many obstructions. Attachment 3 highlights existing conditions of the roadway. In addition, pedestrian crossing experiences are relatively uncomfortable due to the absence of traffic calming strategies such as boulevards, raised medians, and curb extensions. Due to the frequency and severity of crashes along the corridor it has been identified as being on Hennepin County's High Injury Network, as well as the Metropolitan Council's Regional Safety Action Plan. Local transit service operates along this segment of CSAH 81 (W Broadway Ave) - currently Routes 14 and 30.

The proposed project is anticipated to include new pavement, drainage, intersection control devices, and multimodal facilities in order to make important connections to nearby facilities, such as the separated facility on 2nd St N. It is anticipated that a Safe System Design will be advanced to reduce the likelihood of fatal and severe crashes - especially those involving vulnerable users. This project will promote key first and last mile multimodal connections to the planned Blue Line LRT service. This project will provide access to two nearby planned LRT stations at Lyndale Avenue and Washington Avenue (CSAH 152). The proposed typical section and proposed concept can be found in Attachments 4 and 5.

Transportation Improvement Program (TIP) Description*

CSAH 81 (W Broadway Ave) from Lyndale Ave to W River Rd in the City of Minneapolis.

Provide the project length to the nearest one-tenth of a mile* 0.4

Lead Agency* Hennepin County

ZIP Code where majority of work is being performed* 55411

Functional Class of Road* Minor Augmentor

Road System* CSAH

Road/Route No.* 81

Name of Road* W Broadway Ave

Approximate begin construction date (mo/yr)* 5/1/2030

Approximate end construction date (mo/yr)* 10/31/2031

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name* CSAH 81 (W Broadway Ave)

From Cross-Street* Lyndale Ave

To Cross-Street* West River Rd

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.4
Multiuse trail*	0
Separated bicycle facility*	0.2
On-street bicycle facility*	0
Sidewalk*	0.4
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	0
Miles of Facility on the Regional Trail Network (nearest 0.1 miles)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
Miles of Facility along Updated Regional Truck Corridors:	0.2
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0.2
Miles along Tier 3 facilities:	
Number of Improved ADA Ramps*	37
Number of Intersection Improvements*	5

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

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

Bridge/culvert projects (if applicable)

Old Bridge/Culvert No.	
New Bridge/Culvert No.	
Structure is over/under (Bridge or Culvert Name):	
Does the project constructs new left-turn lanes?	No
Does the project synchronizes traffic signals to reduce delay time*	No

Project Funding

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

No

Grant Request Amount, US$*	$7,000,000.00
Project Total: $*	$9,020,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount:	$2,020,000.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage:	22%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds* Hennepin County

Please check the years that are feasible for your program.* 2030 (Federal projects)

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Roadway Costs* $7,009,000.00

Bicycle/Pedestrian Costs* $2,011,000.00

Transit/TDM Capital Costs* $0.00

Transit/TDM Operating Costs* $0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

Based on a planning level review of the proposed scope of work, the following project elements appear to be eligible for the PROTECT Program: Storm Sewer, Landscaping, and Streetscaping (within the Bicycle and Pedestrian Elements section).

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions

Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5''X11''pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

Other

1. For Proactive and Reactive Safety projects only: The applicant should attach the listing of crashes. For Reactive Safety projects only, attach the B/C worksheet(s) and the crash modification factors used. These documents must be attached within the web-based application form.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (16)

Attachment 15 - Year Round Maintenance Committment.pdf
Year-Round Maintenance Commitment
Added by Emily Buell at 2:44 AM on June 25, 2026

Attachment 12 - Key Destinations Map.pdf
Connection to Key Destinations Map
Added by Emily Buell at 2:08 AM on June 25, 2026

Attachment 13 - Multimodal Connections Map.pdf
Connections to nearby transit and trails
Added by Emily Buell at 2:07 AM on June 25, 2026

Attachment 11 - Benefit Cost Worksheet.pdf
Benefit/Cost Worksheet
Added by Emily Buell at 2:06 AM on June 25, 2026

Attachment 10 - Crash map and Detail Listing.pdf
Crash Listing
Added by Emily Buell at 2:06 AM on June 25, 2026

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▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements:

The project will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required.

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

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

1) An equitable and inclusive region: Policy 4: shared decision making, Policy 5: Needs of people with disabilities, Policy 6: Equitable benefits and burdens

As part of project development, Hennepin County will build off of prior engagement efforts nearby as part of the Blue Line Extension planning, and will engage with populations living and traveling along and across the corridor, particularly those populations identified in Attachment 6, which shows that there is a approximately 16-23% of the population with a disability. This project will upgrade pedestrian ramps to be ADA compliant and the incorporate proven safety countermeasures to improve safety along and across the corridor in order to access transportation, community resources, and key destinations nearby, including a large concentration of affordable housing complexes within one mile of the project. Over the past five years, there has been extensive engagement through the Blue Line Extension Project that has identified improvements to this corridor as a major community need to address the historical harms of the transportation system which have acutely impacted North Minneapolis.

2) Healthy and safe communities: Policy 9: Quality transportation facilities, Policy 10: Eliminate traffic deaths and serious injuries, Policy 11: Bicycle and Pedestrian Safety, Policy 13: Reduce negative health impacts, Policy 14: Placemaking and placekeeping

Hennepin County will leverage the strategies outlined in its Toward Zero Deaths action plan to contribute to the Met Council's goal of eliminating traffic deaths and serious injuries as outlined in Policy 10. Multimodal facilities for people walking and biking are anticipated to be constructed on both sides of the roadway (as feasible) as part of this project in order to improve multimodal connections for people walking, biking, and rolling along the corridor, including connections to the future Blue Line Extension. Safety countermeasures will be explored along the corridor to reduce vehicle speeds and narrow crossing distances for vulnerable users.

3) A dynamic and resilient region: Policy 15: Bicycle network, Policy 16: Eliminate bicycle/pedestrian gaps and barriers, Policy 17: Pedestrian network, Policy 22: Multimodal connections, Policy 23: Complete Streets approach, Policy 27: Mitigate climate impacts, Policy 28: Minimize disruption

This project will provide multimodal options to users traveling along the corridor. The project corridor connects people walking and biking to an existing trail along West River Road and to a future off-street bikeway on 2nd St N (RBTN Tier 1 alignment) closing an anticipated bike gap between two facilities. Furthermore, this project will provide crucial first and last mile connections to the Blue Line Extension stations at Lyndale Ave and Washington Ave (CSAH 152), providing greater mobility and easy access to goods, services, and employment centers between Bloomington and Brooklyn Park. Hennepin County will approach this project from a Complete & Green Streets lens, as noted in the county's approved policy..

The improvements along CSAH 81 (W Broadway Ave) have also been identified as an important goal for the Blue Line Extension Anti-Displacement Policy through the Anti-Displacement Coordinated Action Plan linked here: https://yourblueline.org/coordinated-action-plan-overview

4) Leading on climate: Policy 30: Reduce Greenhouse gases, Policy 31: Reduce vehicle miles traveled

This project will provide facilities for people rolling, walking, and biking, and promote connections to the future Blue Line Extension in an effort to reduce vehicle miles traveled along and across the corridor and to and from Brooklyn Park, downtown Minneapolis and Bloomington. It is also anticipated that this project will include boulevard space and streetscaping (as feasible) for separation from vehicles, as well as for snow storage.

5) Natural systems: Policy 32: Impervious surfaces, Policy 33: Protect natural systems

It is anticipated that this project will include boulevard space and streetscaping (as feasible). Hennepin County's Complete and Green Streets Policy will serve as a guide during project development. The narrowing of curb lines through the corridor will result in less impervious surface across the project corridor.

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

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

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List the applicable document(s) and pages*

CSAH 81 (W Broadway Ave) has been identified on Hennepin County's High Injury Network, part of the county's Toward Zero Deaths Action Plan.

The improvements along CSAH 81 (W Broadway) have been identified as part of planning efforts related to the Blue Line Extension: https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/About.aspx

Additionally, the City of Minneapolis passed Resolution No. 2024R-309 on October 5, 2024, as part of the Blue Line Extension Municipal Consent process, where they documented a request to pursue funding to extend CSAH 81 (W Broadway Ave) improvements to provide connections to West River Pkwy for people walking, biking, taking transit, and driving. A link to this resolution is included here: https://metrocouncil.org/Transportation/Projects/Light-Rail-Projects/METRO-Blue-Line-Extension/Design-Engineering/Municipal-Consent/Resolutions-of-support/Minneapolis.aspx

Attachment 7 provides links or excerpts from other county supporting documents, including the Hennepin County Toward Zero Deaths Action Plan, Comprehensive Plan, the Hennepin County Complete and Green Streets Policy, and the Hennepin County Bicycle Transportation Plan.

The project complies with the Americans with Disabilities Act (ADA).

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

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

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

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The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

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

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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 other construction elements to be delivered for the proposed project to be achieved.

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

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The infrastructure 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. 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 the requirement above.* Yes

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The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

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

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Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition 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 that is otherwise eligible.

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

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities 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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

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

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The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	9/25/2025

Link to plan*	https://www.hennepincounty.gov/-/media/Hennepin-Headless/Hennepin-Gov/government/projects-initiatives/transportation/ada/ada-transition-plan.pdf?rev=04f9d475a32543e1ba5885b7038743bf&hash=1DB1D0864783D1062F5431538448ED1A%20evaluation%20complete

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.
The Reactive Safety application category seeks to fund projects that reduce fatalities and serious injuries, as well as increase safety and comfort for people outside of vehicles by focusing on locations with a high documented severe crash history.

This application contributes to these 2050 TPP Objectives or Policies:

- Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System Approach.
- Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- New intersection controls (e.g., roundabouts, reduced conflict intersections (RCIs), J-turns, refer to FHWA's Proven Safety Countermeasures for additional information)
- Intersection modifications (e.g., pavement messages, stop bars, lighting)
- New or modernized grade separations/interchanges that are driven by a safety need
- Separated bicycle or pedestrian facilities
- Pedestrian crossing treatments (e.g., curb extensions (bump-outs), pedestrian countdown timers, pedestrian refuge islands and raised medians, rectangular rapid flashing beacons (RRFBs)
- Roadway reconstruction or reconfiguration that focuses on safety improvements (e.g., adding turn lanes, adding medians, adding bypass lanes or bypass lane conversions, changing intersection control, etc.)
- Road diets, lane modifications or turn lanes (e.g., 3 to 2-lane conversions, lane narrowing, bypass lane conversion, turn lane modifications, etc.)
- Segment safety improvements (e.g., rumble strips, wider striping (6"), embedded wet reflective striping, cable median barrier, delineation for sharp curves (chevrons), new guardrail (not replacement), shoulder widening, safety edge, friction treatments, lighting)
- Sight distance improvements (e.g. lighting, turn lane modification, intersection modification, etc.)
- Access management changes (e.g. frontage roads or access removals)

▼ Evaluative Criteria

1. Expected Reduction in Fatal and Serious Injury Crashes

This criterion measures the project's expected reduction in fatal and serious injury crashes based on the proposed Crash Modification Factors (CMFs).

Measure A – Crashes reduced (Benefit/Cost ratio)

Calculate the reduction in the total number of crashes due to improvements made by the project.

Crash data must be obtained for the project length for calendar years 2021 through 2025. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline. If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further. The applicant must then attach a listing of the crashes reduced and the MnDOT HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project.

Applicants should select Crash Modification Factors (CMFs) from the supplied list of commonly used CMFs. For

treatments where a CMF is not chosen from the list, the applicant will provide a reasonable CMF from the FHWA's CMF Clearinghouse (MUST include a printout of the CMF reference page). Additionally, the applicant is required to write a brief logical explanation of why they chose a particular CMF. No more than two CMFs per crash type and location will be allowed. For example: a crash that occurs where multiple countermeasures are proposed – median construction, lighting, stop sign improvements – an applicant will need to choose which two CMFs that provide the greatest reduction in crashes. For projects with multiple intersections, different CMFs can be used for each intersection depending on the crash types occurring at each intersection but no more than two CMFs can be used for each intersection or location along the project per crash. Refer to the HSIP guidance if using multiple CMFs.

Crash Modification Factor(s) Used (100 words or less)*

Attachment 10 includes a listing of the reported crashes along the project corridor during the 2021-2025 timeframe. Attachment 9 includes CMFs references as part of the B/C Analysis.

XX) Countermeasure: Crashes targeted (CMF ID, brief description, % reduction)

01) CMF 05553, 4-3 lane with TWLTL, 25%, All
02) CMF 03034, install median, 39%, All
03) CMF 00269, add left-turn lane, 47%, All
04) CMF 04140, upgrade to protected/permissive signal update, 42%, All
05) CMF 01428, pedestal mounted to mast arm, 26%, All
06) CMF 08477, intersection lighting, 48%, All
07) CMF 09300, resurface pavement, 14.7%, All
08) CMF 08499, right-turn sight lines, 59.6%, Right Turn
09) CMF 04123, install high visibility crosswalk, 40%, Pedestrian
10) CMF 10901, upgrade left turn phasing to FYA, 23.8%, All
11) CMF 01414, add additional primary signal head, 28%, All
12) CMF 01410, retroreflective signal backplate, 15%, All
13) CMF 00199, 4-2 lane + turn lane, 29%, All
14) CMF 01444, install larger signal lenses 46%, Angle

Rationale for Crash Modification Factor(s) Selected and how the CMF(s) connect to FHWA's Safe System Approach (300 words or less)*

The Benefit/Cost Analysis evaluated the project corridor in 6 different sections (comprised of major intersections and segments) to target crash themes. Up to two (of the 14 selected) CMFs were applied to each crash based on the reported crash type, along with the anticipated benefit provided by each safety countermeasure. A maximum of two CMFs were applied to each individual intersection or segment. The CMFs identified for the corridor will remove severe conflicts by providing separation of vehicles and people walking/biking that are likely operating at vastly different speeds and promoting safe speeds with the implementation of speed control techniques.

The expected service life for each improvement was entered as 20 years in the Benefit/Cost Worksheets based on the service life information included in the Highway Safety Improvement Program Guidelines.

CMFs were selected to directly address the crash types and contributing factors observed at each location along the corridor. The following CMFs were gathered from the FHWA CMF Clearinghouse rather than the supplied list: Providing Left Turn Lanes on Major Approaches (269) and Road Diet (199).

The Provide Left Turn Lanes on Major Approaches CMF (269) was selected due to its applicability in the Urban setting rather than the Rural setting. Adding dedicated Left Turn Lanes on Major Approaches (CMF = 0.53) removes turning vehicles from through-traffic lanes, reducing rear-end and sideswipe crashes.

The Road Diet (Convert 4-lane undivided road to 2-lanes plus turning lane) CMF (199) was selected due to its applicability in the Urban setting and the applicability to all crash types along the corridor. Incorporating a road diet along a 4-lane roadway (CMF = 0.71) reduces the crossing distance for people walking and reduces the potential for multiple threat crashes. CMF 03034, incorporates the installation of medians along the corridor which will improve conditions for people crossing CSAH 81 (W Broadway Ave) as well as provide traffic calming elements and visual cues to reduce speeds of vehicular traffic.

The Permissive to Protected/Permissive Signal Update, signal upgrades, and pavement resurfacing CMFs were referenced from the provided list and applied where relevant based on the project concept (Attachment 5).

The overall crash reduction expected from the project is 13.3%

MnDOT HSIP Project B/C ratio* 2.04

Measure A Scoring Guidance

The applicant with highest Benefit/Cost ratio will receive the full points for the measure. The remaining projects will receive a proportionate share of the full points. The scoring committee may reduce the points awarded if the methodology or data provided by the applicant is not reasonable.

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2. Connection to Existing Plan

This criterion measures how the project connects to the Regional Safety Action Plan, existing safety plan, road safety audit, and/or other safety studies focused on reducing fatal and serious injury crashes.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists. Please select all of the following that apply.

Identified on Regional Top 25 Priority Lists (reactive or proactive), Identified on Regional High Injury Streets maps, Crash Risk Index > 15 (for pedestrians, use the bicyclists' layers) , Identified on County Top 10 priority lists (reactive or proactive)

Is the location listed in another safety plan that prioritizes reducing fatal and serious injury crashes?*

Yes

Please describe and provide reference or link to the plan*

The corridor is highlighted in Hennepin County's Toward Zero Deaths Action Plan and is listed on the County's High Injury Network within the plan. The corridor is identified as a High Injury Street in the City of Minneapolis' Vision Zero Action Plan. The corridor is identified in the County Road Safety Plan (CRSP) as having several risk factors for urban roadways. The intersection of 4th St is listed as having 5 out of 6 possible stars for urban intersection risk factors. In addition, the intersections of 4th St, I-94 off-ramp, and West River Rd are listed as having 5 out 7 possible stars for pedestrian and bicycle risk factors.

CSAH 81 (W Broadway Ave) is identified on Hennepin County's High Injury Network within the Hennepin County Toward Zero Deaths Action Plan, which can be found here: https://beheardhennepin.org/toward-zero-deaths

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below.

- High: Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- Medium-High
- Medium: Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- Low: Projects only identified in a targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.).

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3. Fatal and Serious Injury Crash History

This criterion measures the history of fatal and serious injury crashes from 2016 to 2025 that have occurred along the proposed project.

Measure A – 10-year crash history of fatal and serious injury crashes

Total correctable fatal and serious injury crashes for 2016-2025 will be tallied with each fatal (type K) crash being worth two times the number of each serious injury (type A) crash.*

Note possible injury (type B) crashes can be included for pedestrian and bicycle crashes only. Crash data must be obtained for the project length for calendar years 2016 through 2025. Crashes within a 250 ft radius of an intersection or along a corridor should be included. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline.

If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further.

Total crashes = 2* "Fatal" crashes + "Serious Injury" crashes + "Minor Injury" crashes (pedestrian and bicycle only)

"Fatal Crashes" (Type K):	1
"Serious Injury" Crashes (Type A):	5
"Minor Injury" Crashes (Type B):	6
Total crashes:	13

Measure A Scoring Guidance

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of correctable fatal (type K), serious injury (type A), and minor injury (type B) (for pedestrians and bicycles only) crashes will receive the full points for the measure. The remaining projects will receive a proportionate share of the points.

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4. Improvement for People Outside of Vehicles

This criterion measures the project's ability to promote safety for people outside of vehicles, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Project-based pedestrian safety enhancements and risk elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page. Answer the following questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

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

Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links (400 words or less)

Consider the following when responding

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

No

Will your design increase the crossing distance or crossing time across any leg of an intersection?*

(e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.).

This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

No

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways

(e.g., nearest protected or enhanced crossing opportunity).

CSAH 81 (W Broadway) is generally a 4-lane urban undivided roadway with turn lanes limited to key intersections, a sidewalk facility along both sides of the roadway, on-street parking is generally restricted along both sides of CSAH 81 (West Broadway Ave) throughout all times of day – except for the segment from Lyndale Ave to 4th St N. The roadway was originally constructed in the 1950s and a signal replacement project occurred at the intersection of West River Rd in the 1990s.

Signalized Intersections:
Contingent on the project development process, redesigning intersections will be considered since the majority of crashes – and specifically bicycle and pedestrian crashes – in the project area occur at intersections. These treatments and countermeasures are consistent with guidance from both Regional Pedestrian Safety Action Plan, as well as MnDOT's Best Practices for Pedestrian and Bicycle Safety, USDOT National Roadway Safety Strategic Plan and Hennepin County's own Complete and Green Street Policy. All intersections will be designed to include Accessible Pedestrian Signal (APS) upgrades to meet ADA requirements and provide increased safety for residents with low vision.

Midblock Locations:
Mid-block crossings along the corridor will not be introduced due to the high volume of traffic along the corridor, short distance between signalized intersections, and the safety improvements provided at signalized intersections to allow for safer crossings. This project is anticipated to explore the installation of raised medians between intersections to promote traffic calming along the corridor.

2. Describe how separation will be provided for modes (vehicles and people outside of vehicles), including if there will be separation between bicyclists and pedestrians (400 words or less)*

This project has a particular focus on providing safety improvements for non-motorized users along the corridor. This corridor will provide connections to two planned Blue Line Extension Light Rail (BLE LRT) Stations, at Lyndale Ave and Washington Ave (CSAH 152). With an expected increase in non-motorized users along the corridor, improvements are needed to ensure the safety of these vulnerable users. Landscaped boulevards will be added along the corridor to separate pedestrians using sidewalk facilities from motorized vehicles. Medians will be implemented to help provide a physical buffer between modes. Trees will be added where it is feasible to provide additional separation and traffic calming through additional visual cues for

motorized vehicles in the corridor. This will help increase pedestrian level of comfort along the corridor, as well as contribute to traffic calming. On-street parking will also be included in the corridor where feasible that will provide additional separation between motor vehicles and non-motorized users.

Additionally, a separated bike facility is anticipated to be constructed between West River Road and 2nd Street North. This will close a bike gap between the West River Trail and the planned City of Minneapolis 2nd Street North bikeway project, and will facilitate new multi-modal connections between the River, BLE LRT and North Minneapolis. This facility will both separate bike traffic from regular vehicular traffic and people walking. Additionally, tactile strips and pavement markings will further be used where feasible to provide visual and tactile separation between the bikeway and pedestrian walkway.

Medians will also be added along the corridor in key places where the center turn lane is not needed to separate vehicle travel lanes lowering the chances for head-on crashes.

3. Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements.*

Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc). If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less)

Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.)
or protect pedestrians and bicyclists if motorist speed will increase (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less):*

The CSAH 81 (W Broadway Ave) Reactive Safety Project will introduce proven design strategies to promote uniform, safe, and reasonable speeds by people driving along the corridor.

The project corridor is anticipated to be reconstructed as a 3-lane roadway from Lyndale Ave to 5th St and from 2nd St to West River Rd. From 5th St to 2nd St, the roadway is anticipated to be a 5-lane roadway based on a review of the corridor activity. The project development process will explore a lane reduction to promote traffic calming. It's anticipated that dedicated left-turn lanes will be retained at key intersections to minimize weaving maneuvers by people driving whenever they encounter stopped vehicles waiting to complete their turn. Specific lane widths will be determined based on stakeholder input, data analysis, and environmental review to maintain a balance of mobility and safety along the corridor. Vertical design elements, such as curb extensions and raised medians, will be leveraged to provide visual cues to promote traffic calming.

It's anticipated that on-street parking will be evaluated as part of the project development process to determine the appropriate configuration. Although on-street parking creates the potential for rear-end and sideswipe related crashes, parked cars occupy space within the curb lines and assist in managing vehicle speeds along the corridor. Consideration will also be given to existing transit stops for Routes 14 and 30 to discourage improper behaviors by people driving during bus boarding/alighting.

Greening will be considered within the boulevards and raised medians to reduce impervious surfaces and improve stormwater management within the project area.

Wider sidewalk facilities and an off-street bikeway are being proposed as part of this project. The installation of raised medians promotes driver awareness and shortens the crossing distance for people walking.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide convenient or direct at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower or mitigate multiple crash types or threats. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less convenient or direct at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.

- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

CSAH 81 (W Broadway Ave) serves as a primary east/west commercial corridor in North Minneapolis, with the existing context comprised of commercial uses of varying sizes, small, moderate, and large-scale, with opportunity to incorporate mixed-use multistory development. The North and Hawthorne neighborhoods are home to a wide variety of small Black, Indigenous and People of Color (BIPOC) owned businesses. Safety improvements in this area have been identified as an important part of the BLE anti-displacement policy for small businesses along the corridor to improve safe access and return the corridor back to a state of good repair. At the western end of the corridor, there is a 238-unit public housing development with 100 percent of units available to extremely low-income households (30 percent Area Median Income or below) and at the eastern end of the corridor a new Low-Income Housing Tax Credit-funded affordable housing development opened at the intersection of CSAH 81 (W Broadway Ave) and West River Road in 2022. This site has 163 affordable units, 40 percent of which are affordable at 30 percent of Area Median Income.

Overall, approximately 27,000 people live in census tracts within one half mile of the project, with 24% of the population being children under 18 and 10% of people over 65. In terms of housing, 33% of people own their homes and 57% of households rent their homes, with the majority of renters living in the western part of the project area. Most of the project area is within a census tract where 54 percent of households do not have access to a vehicle, making safe and convenient access to transit, pedestrian, and bicycle facilities essential in this area. Attachment 6 provides an overview of the demographic makeup of the corridor and attachment 12 outlines key community destinations within the corridor.

Hall Academy Elementary School serving grades prekindergarten through 5th is within half a mile of the project limits and is an important connection for families near the corridor. There are more than 10 schools within the one-mile of this project location. The Pierre Bottineau Library is located within half a mile of the project area and serves as a major destination for families as well as vulnerable populations that use the various resources that the Hennepin County library system offers. The Mississippi River recreational area is located within a quarter mile of the projects limits and is an important green space and regional trail connection for families and vulnerable populations in the area.

Attachment 12 highlights other key destinations within the project area, such as:
- NorthPoint Workforce Center, which offers job assistance, education, and training
- North Minneapolis Human Services Center, which provides critical resources, such as mental health resources, for vulnerable populations and families
- Northside Achievement Zone, which offers workforce training, parent and youth education, housing support, and mental health resources

The proposed project aims to improve accessibility, level of comfort and safety for families, households with limited access to vehicles, and renters in the project area. Highway 94 serves as a major barrier for people walking, biking and rolling through this area. The purpose of this project is to ensure that CSAH 81 (W Broadway Ave) can serve as a safe alternative for the community to overcome these existing barriers in the built environment.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
-has granular, neighborhood-scale data and context on specific communities
-identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
-Describes any past and present transportation harms to community
-Has data on cultural history of communities

Medium: The project application:
-Has local maps and/or description beyond census data
-Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
-Identifies affordable housing locations and areas of low-income
-Links data to project purpose
-Identifies past system burdens.

Low: The project application:
-Include general census data on "specific communities," (e.g. "community has x% low-income population, versus the regional average of y%")
-Has a basic list of important destinations without demonstrating local knowledge
-Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

Hennepin County utilizes a data-driven approach to identify transportation road and bridge projects, with many new projects identified as biennial frequency based on equity, safety, and disparities elimination.

As part of the development of the county's Toward Zero Deaths action plan, the county did substantial engagement including an online comment map, and residents provided comments on the CSAH 81 (W Broadway Ave) corridor including the following:

-"The intersection at Washington Ave has a congestion problem present and vehicles attempting to make left turns do not feel safe. Additionally, there is no pedestrian space or marking currently present at the intersection."
-"The intersection at Lyndale Ave does not feel safe for pedestrians attempting to cross the corridor"

Hennepin County and its partners have led a robust community engagement process along the CSAH 81 (W Broadway Ave) corridor as part of the Blue Line Extension Light Rail project. This CSAH 81 (W Broadway Ave) Reactive Safety Project would leverage the extensive community partnership and collaboration that the County has established. Themes of traffic safety and pedestrian and bicycle access have been well documented through this process. Additionally, the County and partners have completed engagement specific to roadway and multimodal improvements along CSAH 81 (W Broadway Ave).

Through the BLE engagement effort County and partners formed a working group to advise on strategies to prevent displacement that may coincide with major transportation investments. This group consisted of 26 members, including residents and area business owners, people with lived experience of displacement, and representatives from philanthropic organizations and government agencies. The close nature of these projects allows for this engagement to be applied to the CSAH 81 (W Broadway Ave) Reactive Safety Project.

Hennepin County is dedicated to eliminating disparities for its residents and has policies, staff and structures in place to ensure that communities are meaningfully engaged throughout project development. For all major transportation road and bridge projects, communications staff assist with the establishment of a project website, and direct outreach to business owners and residents of the project area. On top of engagement staff, the county has established a Trusted Messengers program that has contracts with individuals and organizations that have established partnerships with communities impacted by racial disparities and social determinants of health.

In addition, Elevate Hennepin is the county's suite of programs designed to support the business community, and has resources to engage and support small businesses during the design and construction process, including but not limited to direct business advising resources.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
-References documented organizational structures that support future engagement on the project, e.g.Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:
-Describes how the project need was identified through planning and information-gathering work with communities
-Describes how input from engagement with "specific communities"helped identify the project need and purpose
-References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
-Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:
-Does not link past planning and information-gathering work with communities to identify project need
-References planning work that is too broad to practically influence project need
-Does not include description of input and interactions with "specific communities" that helped identify the project need
-Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The proposed project will reallocate the existing right of way to improve both safety and level of service for people walking and biking along the CSAH 81 (W Broadway Ave) corridor. While subject to public engagement and environmental review, dedicated one-way bicycle facilities on both sides of the roadway will be explored where none currently exist, providing an affordable transportation option for families and low-income renters living in the project area. Boulevard space will be introduced where none currently exist, further creating separation between vulnerable road users and vehicular traffic and mitigating the heat island effect exacerbated by the current roadway configuration. The addition of boulevard space will allow for more effective snow removal operations, allowing households to bike and walk year-round. Additionally, wider sidewalks will be explored to improve the pedestrian level of comfort along the corridor. A map highlighting multimodal connections can be found in Attachment 13.

A reduction in the number of travel lanes, based on project development, will be implemented to reduce crossing distances and manage vehicle speeds. Where feasible, enhanced crossings at intersections will ensure that people walking and biking will be able to access their destinations, potential safety treatments include: APS, curb extensions, and pedestrian crossing islands. This is particularly important for families accessing the Pierre Bottineau Library within half mile of the project.

The surface assets and utilities in most of the project area were last reconstructed in 1955 and are no longer in a state of good repair. Engagement conducted through the Blue Line Extension Light Rail Project have identified community desires to improve utility and asset conditions along the corridor.

The project will also improve first and last mile connections to the planned Blue Line Extension, which is anticipated to have two stations in the project area, at Lyndale Ave and Washington Ave (CSAH 152). This will promote affordable transportation alternatives to all households in the project area, improving access to significant employment opportunities and services in downtown Minneapolis and beyond.

This project will also serve to reconnect residents in North Minneapolis to green spaces along the Mississippi River by improving connections across I-94, addressing historic transportation harms to this historically disadvantaged neighborhood.

Increased noise and impacts to the roadway and sidewalks are anticipated during construction. The contractor will be required to follow temporary traffic control plans which specify detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek out opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
-Describes how project repairs past burdens and barriers
-Describes how project improves safe access to priority destinations
-Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
-Describes benefits for specific communities
-Ties benefits directly to community-identified needs
-Describe how benefits were identified through engagement
-Includes early mitigation plans for project burdens.

Low: The project application:
-Does not describe project benefits for specific communities
-Describe benefits in general terms for all users
-Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Unique Projects

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Connection to existing safety planning efforts:

Measure A – Crashes reduced (Benefit/Cost ratio):

Measure A – 10-year crash history of fatal and serious injury crashes:

Measure A – Project-based pedestrian safety enhancements and risk elements:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $7,000,000.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

NOTES

Draft → Initial Review
Created by Emily Buell at 2:48 AM on June 25, 2026

HISTORY

Show History

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