

HENNEPIN COUNTY

MINNESOTA

FINAL COMMITTEE AGENDA

PUBLIC WORKS COMMITTEE

TUESDAY, OCTOBER 10, 2023

1:30 PM

Chair: Kevin Anderson, District 7
ViceChair: Marion Greene, District 3
Members: Jeff Lunde, District 1
Irene Fernando, District 2
Angela Conley, District 4
Debbie Goettel, District 5
Vacant, District 6

1. Minutes from Previous Meeting

1.A. September 26, 2023 Minutes

Attachments: [PW-Minutes-26-Sep-2023](#)

2. New Business

Items for Discussion and Action

2.A. [23-0378](#)

Neg three grant agmts for Opportunity grant natural resource projects, various periods, total combined NTE \$100,000

2.B. [23-0380](#)

Hennepin County Complete and Green Streets Policy for county roadway projects

Attachments: [Complete and Green Streets Policy For Commissioners Formatted to Print-BD10-24-23.pdf](#)
[complete-streets-policy-2009.pdf](#)

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

TMP-0464

Item Description:

September 26, 2023 Minutes

HENNEPIN COUNTY

MINNESOTA

COMMITTEE MINUTES

PUBLIC WORKS COMMITTEE

TUESDAY, SEPTEMBER 26, 2023

1:30 PM

Chair: Kevin Anderson, District 7
ViceChair: Marion Greene, District 3
Members: Jeff Lunde, District 1
Irene Fernando, District 2
Angela Conley, District 4
Debbie Goettel, District 5
Vacant, District 6

Commissioner Anderson, Chair, called the meeting of the Public Works Committee for Tuesday, September 26, 2023 to order at 2:47 p.m.

Present: Kevin Anderson, Marion Greene, Irene Fernando, Angela Conley, Debbie Goettel and Jeff Lunde

1. Minutes from Previous Meeting

1.A. September 12, 2023 Minutes - Public Works

APPROVE

Commissioner Debbie Goettel moved, seconded by Commissioner Angela Conley, to approve the Minutes.

Aye: Commissioner Anderson, Commissioner Greene, Commissioner Fernando, Commissioner Conley, Commissioner Goettel and Commissioner Lunde

2. New Business

Items for Discussion and Action

2.A. [23-0363](#)

Neg Agmt PR00005641 with Met Council for operations funding of METRO Orange Line BRT; neg Agmt A2311956 with Met Council pertaining to termination of agmts A188684, PR00004836, PR00004837 and PR00004835

CONSENT

Commissioner Irene Fernando moved, seconded by Commissioner Debbie Goettel, to approve the Resolution.

Aye: Commissioner Anderson, Commissioner Greene, Commissioner Fernando, Commissioner Conley, Commissioner Goettel and Commissioner Lunde

2.B. [23-0364](#)

Authorization to apply for a 2023 Minnesota Highway Freight Program funding grant

CONSENT

Commissioner Marion Greene moved, seconded by Commissioner Debbie Goettel, to approve the Resolution.

Aye: Commissioner Anderson, Commissioner Greene, Commissioner Fernando, Commissioner Conley, Commissioner Goettel and Commissioner Lunde

2.C. [23-0365](#)

Authorize Section 5310 TCAP grant application to MnDOT; neg Agmt A2311952 with State of MN, 01/01/24-12/31/25, est \$409,740 (recv)

CONSENT

Commissioner Marion Greene moved, seconded by Commissioner Jeff Lunde, to approve the Resolution.

Aye: Commissioner Anderson, Commissioner Greene, Commissioner Fernando, Commissioner Conley, Commissioner Goettel and Commissioner Lunde

2.D. [23-0366](#)

Neg 25 Healthy Tree Canopy grant agmts, during the period of 10/03/23-12/01/24, total combined NTE \$499,723.64

CONSENT

Commissioner Marion Greene moved, seconded by Commissioner Kevin Anderson, to approve the Resolution.

Aye: Commissioner Anderson, Commissioner Greene, Commissioner Fernando, Commissioner Conley, Commissioner Goettel and Commissioner Lunde

There being no further business, the Public Works Committee for September 26, 2023 was declared adjourned at 3:22 p.m.

Karen L Keller
Deputy Clerk to the County Board

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

23-0378

Item Description:

Neg three grant agmts for Opportunity grant natural resource projects, various periods, total combined NTE \$100,000

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to negotiate the following grant agreements to provide funding for Opportunity grant natural resources projects during a three-year period beginning on the date of execution:

- PR00005650 with Three Rivers Park District, with the amount not-to-exceed \$25,000;
- PR00005652 with Mississippi Watershed Management Organization, with the amount not-to-exceed \$50,000;
- PR00005654 with City of Crystal, with the amount not-to-exceed \$25,000; and

BE IT FURTHER RESOLVED, that following review and approval by the County Attorney's Office, the County Administrator be authorized to sign the agreements on behalf of the county; that costs incurred by the grantees after the board approval date be eligible for reimbursement upon execution of the agreements; and that the Controller be authorized to disburse funds as directed.

Background:

Natural Resources grants support Hennepin County partners and residents with the implementation of conservation practices that preserve and restore critical habitats, reduce erosion, protect groundwater, and improve water quality. Eligible applicants include landowners, businesses, government agencies, and other organizations. Since 2016, the program has invested more than two million dollars across the county, leveraging over \$10 million in other contributions from applicants and their partners.

Two types of grants are available through the Natural Resource grant program: Good Steward and Opportunity grants. Opportunity grants are intended for larger projects that leverage multiple funding sources to improve water quality or habitat. Applicants are encouraged to use Opportunity grant funds as required match for other funding sources.

County staff promoted the opportunity through email lists, social media posts, and the Environment & Energy Department's e-newsletter, Green Notes. Staff also hosted a workshop to discuss program and application specifics with potential applicants. A total of 24 applications were submitted, requesting just over \$1 million in funding for projects totaling \$8.8 million in value.

A review panel was convened to review and rate each application based on strengths and weaknesses of the proposed project. The panel included staff from the Environment and Energy Department and two external partners. A total of six agreements were recommended for approval as a result of the review process.

Board approval for these three agreements is required because the county has agreements with these organizations that exceed \$100,000. In addition to these agreements, the following three Opportunity natural resource grants that will be approved through administrative processes:

- PR00005651 with Metro Blooms (Minneapolis) - Metro Blooms and project partner Urban Homeworks plans to engage with residents in North Minneapolis to install practices that filter and infiltrate stormwater runoff, diminish localized flooding, create native habitat, and beautify the neighborhood. \$50,000.
- PR00005653 with Lower Minnesota River Watershed District (Eden Prairie) - This project will allow the Lower Minnesota River Watershed District to complete design plans for a river bluff stabilization project. Currently, eroding bluffs are contributing an estimated 5,000 tons of sediment to the Minnesota River each year. \$50,000.
- PR00005655 with City of Deephaven - This project will install an underground infiltration system to treat stormwater at Calvary Church. The system will treat stormwater from 7.5 acres of surrounding area and alleviate drainage and flooding concerns at the church and areas downstream. \$45,034.

Funds for all six Opportunity grant agreements come from revenues within the Solid Waste Enterprise Fund that are generated by the sale of energy and recovered materials.

Current Request: This request is to authorize the County Administrator to negotiate three agreements to provide funding for natural resource opportunity grant projects with the following organizations during a three-year period beginning on the date of execution:

- PR00005650 with Three Rivers Park District (Minnetrista) - Three Rivers Park District plans to continue a project to address sources of phosphorus pollution to Whaletail Lake. The project will apply alum, a non-toxic chemical to the lake. Alum combines with phosphorus to form a compound that is unusable by lake organisms like algae, thereby reducing algal blooms. The project will reduce sources of phosphorus to Whaletail Lake by 381 pounds per year. \$25,000.
- PR00005652 with Mississippi Watershed Management Organization - The outcome of this project will be a feasibility study that evaluates and identifies options for improving habitat, water quality, and stormwater management in the East Phillips neighborhood of Minneapolis. There are several upcoming Minneapolis Park and Recreation Board and city and county transportation projects in this neighborhood (for example, county project 2220200 on County State Aid Highway 152). The study aims to identify potential collaboration between projects where community and environmental outcomes could be amplified through coordination. The neighborhood is also part of the City of Minneapolis' Southside Green Zone. Community outreach and engagement will be a critical component of the feasibility study. \$50,000.
- PR00005654 with City of Crystal - This project will develop habitat management plans for natural areas adjacent to public waters and implement the recommended restoration plans, largely with the use of volunteer community members. \$25,000.

This request is also for the approval to reimburse costs incurred by the grantees after the board approval date and upon execution of the grant agreements.

Impact/Outcomes: The Opportunity grants will provide funds to protect water quality, enhance natural resources, and mitigate and adapt to climate change countywide. These grants will help implement stormwater best management practices, like underground stormwater storage and infiltration and installing rain gardens and other features that use native plants and slow water movement to naturally filter and retain water.

Other projects will improve water quality either through treatment that reduces phosphorus loading to impaired waters or reduces the likelihood of soil erosion and sediment discharge by providing for river bluff protection. Some projects will enhance natural areas near public waters through restoration of critical habitats for plants and animals while increasing carbon sequestration to reduce greenhouse gas emissions.

This action supports the county's disparity reduction efforts by including educational components in some of the projects that are driven by, intended for, and accessible to the communities in which they are proposed.

Three of the six projects are in communities that are disproportionately affected by climate change. Two of the projects are in areas of environmental justice concern.

Recommendation from County Administrator: Recommend Approval

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

23-0380

Item Description:

Hennepin County Complete and Green Streets Policy for county roadway projects

Resolution:

BE IT RESOLVED, that the Hennepin County Board adopts the "Complete and Green Streets Policy" for county roadway projects and directs staff to communicate the revised policy to all cities within the county.

Background:

Complete Streets is an approach to roadway design that balances the needs of all roadway users, including people walking, rolling, biking, riding transit, and driving. Building complete streets increases mobility for people living or traveling along roadways by enhancing safety and access.

Hennepin County was the first county in Minnesota to adopt a Complete Streets Policy in 2009 (Resolution 09-0058R1). Since then, design best practices and county priorities have evolved.

With the adoption of the Climate Action Plan (Resolution 21-0111S2), Hennepin County has been expanding the use of Green Streets in our transportation projects. Incorporating green streets strategies into the policy further demonstrates the county's climate action commitment.

The revised Complete and Green Streets Policy will be applied to transportation projects along county roadways. The policy will reduce disparities by providing people with accessible multimodal transportation and will reduce the urban heat island effect.

Staff engaged with stakeholders across the county, including local agencies and community groups, to gather input for the policy and meet the needs of our residents today and into the future. This feedback, along with past project engagement and experiences, was used to develop the revised policy.

Current Request: This request is for approval of "Complete and Green Streets Policy" for county roadway projects. The proposed revised Complete and Green Streets Policy and the former Complete Streets Policy are attached.

Impacts/Outcomes: This action supports the county's Mobility 2040 goals, climate action and disparity reduction efforts by improving accessibility, mobility and safety for people traveling along county roadways. This policy is the result of recommendations and input from staff, the county board, and key stakeholders across Hennepin County.

23-0380

Recommendation from County Administrator: Recommend Approval

Complete and Green Streets Policy





What is Complete Streets?

Complete Streets is an approach to roadway design that balances the needs of all roadway users, including people walking, rolling, biking, riding transit, and driving. County Roads are also important for hauling freight and delivering fire, medical and police services. This approach aims to enhance safety and accessibility to better serve residents. By promoting all modes, we can reduce transportation disparities, greenhouse gas emissions and improve health and livability for our residents.

What is Green Streets?

Green Streets is an approach to roadway design that incorporates environmentally sustainable principles and practices to reduce the impacts of urbanization and impervious surfaces on the environment and enhance livability. Green Streets incorporate: vegetation, including trees, shrubs and perennials; amended soils; engineered systems, such as permeable pavement and specialty drainage structures; and rain gardens to slow, filter, and clean stormwater runoff. By capturing rainwater and pollutant runoff at its source, the water can be cleaned prior to discharge into lakes, rivers and wetlands.

Incorporating green elements into roadway design improves air quality and water quality, which, in turn, improves people's health and increases resiliency of people and roads to climate change impacts.



Using Complete and Green Streets to make connections and reduce impacts

Hennepin County recognizes our public right-of-way as a valuable asset that can connect people to jobs, schools, health care and other important destinations and minimize the impact of land development on the natural environment. Hennepin County further recognizes that people have diverse needs and rely on multiple modes in using our transportation network.

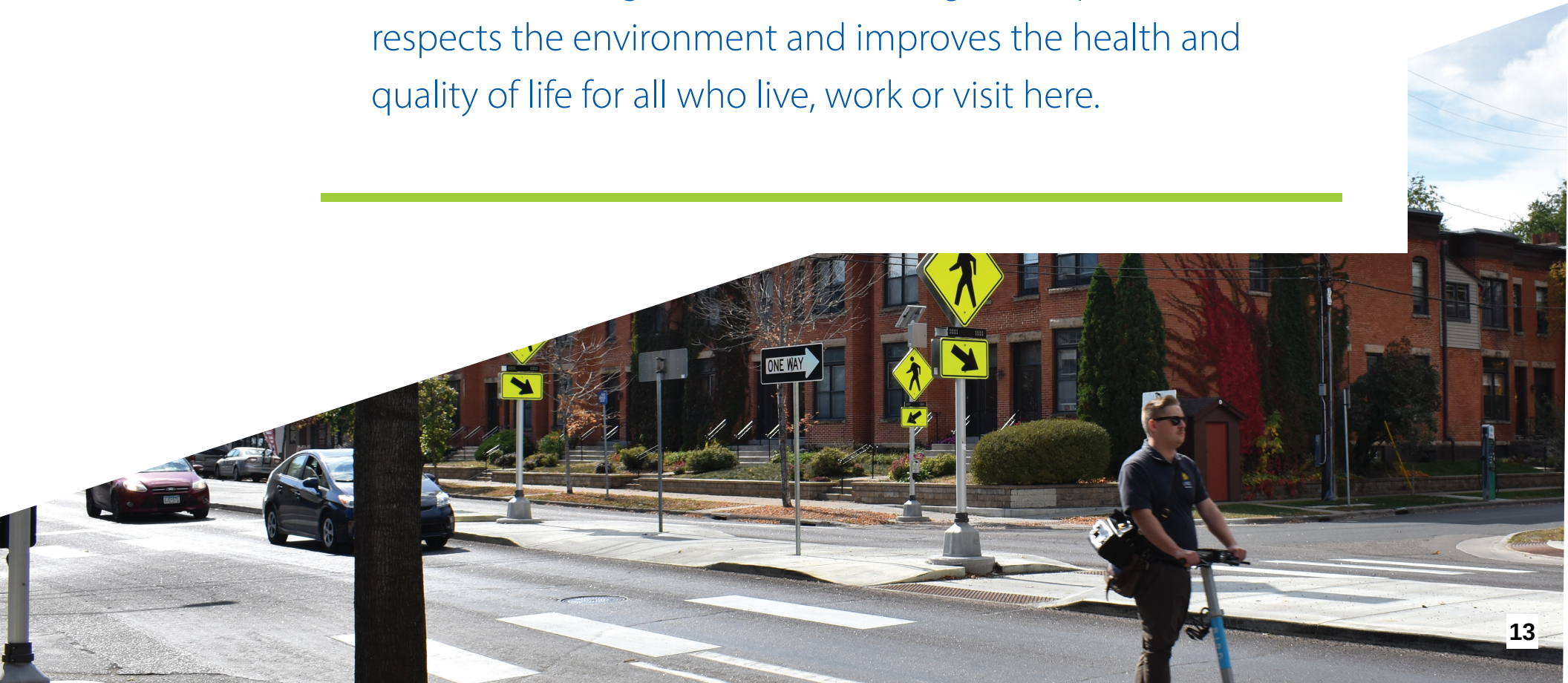
Building Complete Streets increases mobility for people living or traveling along our roadways by prioritizing safety and access to destinations.

Complete and Green Streets goals are to:

- provide transportation options for all people
- reduce greenhouse gas emissions
- increase resiliency of the built environment
- foster positive health outcomes by decreasing the heat island effect, minimizing stormwater and flooding impacts, improving water quality and reducing air pollution and enhancing livability for communities



Our vision is to provide a safe transportation network that offers strong connections through multiple modes, respects the environment and improves the health and quality of life for all who live, work or visit here.



Incorporating county and community priorities

Hennepin County adopted its original Complete Streets Policy in 2009. Since then, design best practices and county priorities have evolved. This updated policy reflects national research, design guidance and aligns with the county's plans and initiatives.

This updated policy reflects a transportation vision that aligns with the county's goals and priorities and guides future projects and funding decisions.

Comprehensive plan

Hennepin County's transportation plan is included as part of the county's comprehensive plan, which is updated every 10 years, and provides guidance for the county's multimodal transportation system. It establishes a subset of long-range plans including the Americans with Disabilities Act (ADA) Transition Plan, as well as the pedestrian, bicycle and safety plans. The goals identified in the county's comprehensive plan support and align with the Complete and Green Streets Policy.

Disparity Reduction

We can reduce disparities by making changes in transportation. Transportation touches all domains in disparity reduction, particularly employment, education, health and housing. To reduce disparities, we need to use an equity lens while we prioritize transportation improvements. We also need to support community-driven solutions and look to long-term changes to make the biggest impacts on reducing disparities. Building Complete and Green Streets advances the county's work in reducing disparities.

Climate Action Plan

Complete and Green Streets advances the county's climate action goals by providing transportation options that reduce greenhouse gas emissions and incorporating green infrastructure to manage stormwater, improve water quality, decrease urban heat island effects and sequester carbon. The county's Climate Action Plan outlines strategies to reduce greenhouse gas emissions and adapt to the changing climate, including reducing vehicle miles traveled, advocating for and supporting transit and expanding multimodal facilities. The plan also outlines goals to adapt to a warmer and wetter climate, increase the resilience of the built environment and protect natural resources.



ADA Transition Plan

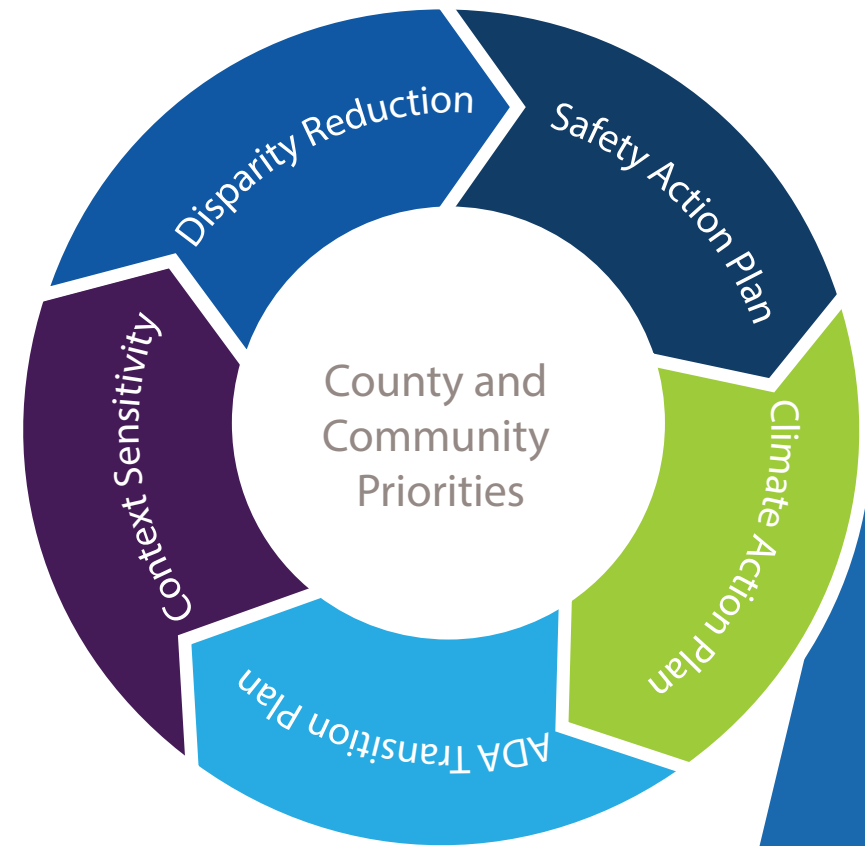
Complete Streets enhances accessibility throughout our transportation system. The county's ADA Transition Plan outlines a path toward providing accessible facilities for all people traveling along or across our roadways. The county continues to invest in upgrading the county's pedestrian curb ramps and other infrastructure to improve accessibility for all people walking, rolling, biking and riding transit – especially for people with disabilities.

Safety Action Plan

Incorporating Complete and Green Streets design aligns with the county's goals to reduce crashes and enhance safety along our roadways. We are Minnesota's most populous county, which means we need to be systematic in how we address safety. Therefore, we are moving forward with a Safe System Approach. The county's Toward Zero Deaths (TZD) program, modeled on the state-wide initiative, is a county-led comprehensive program demonstrating the county's commitment to reducing fatal and life-changing crashes for all transportation users. TZD integrates five E's to maximize the program's effectiveness: education, enforcement, engineering, engagement and emergency services.

Context sensitivity

Building a roadway and using the entire right-of-way within the context is important. It means meeting unique community needs in a flexible way in order to fit its physical and geographical setting. It strives to preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. Hennepin County has a wide diversity of land uses and communities with high density urban, growing suburbs and rural farm areas. Because of this diversity, the county's implementation of Complete and Green Streets will look different depending on location within the county.



Modal priority framework

In alignment with the county's transportation vision, goals and initiatives, context sensitivity, and community priorities, we have established a modal priority framework to guide decisions along the county's transportation network.

The approach for this framework is underpinned in county and community values. The tiers of transportation modes, shown right, illustrate the priority of travel mode throughout the county. This framework is a starting place for an iterative project planning and design development process. Key elements of safety, accessibility, green infrastructure, engagement, and context sensitivity guide in developing a solution that best meets the needs of the community.



Policy application

When considering Complete and Green Streets application, it is important to consider the project scope and setting.

Project types and opportunities to make changes

The county plans and implements a wide range of transportation related projects each year to maintain and preserve our system, ranging from pavement preservation to full roadway reconstruction.

Pavement preservation and rehabilitation projects are typically smaller-scale projects that may provide a strategic opportunity to improve accessibility, safety and multimodal facilities along our roadways. Full reconstruction projects are larger-scale efforts that create opportunity to work with the community and project partners to re-envision the corridor, providing more significant system changes. Corridor improvement projects may also be opportunities to enhance, protect and restore adjacent natural resource features, such as wetlands, as well as meet stormwater requirements.

Settings and impact on the natural environment

In applying the Complete and Green Streets Policy, the county fully considers the character of the project area and corridor, the values of the community, and the needs of all users. Designs are context-sensitive and will not look the same in all environments, communities, or development scenarios.

Forestry staff will be engaged during the planning, specification development and implementation stages for projects that have the potential to create opportunity or cause impacts to existing trees to develop tree preservation, protection and replacement strategies.

Guiding principles

Guiding principles were developed to implement Complete and Green Streets Policy considerations. The principles reflect best roadway design practices and county planning priorities and initiatives, and will help the county achieve its goals related to disparity reduction, climate action, and safety.

The following Complete and Green Streets guiding principles will influence the planning, design, implementation and maintenance processes for all transportation projects. Provided are example policy considerations to show how these principles can be considered and applied.

Guiding principle	Example policy considerations
Reduce disparities, with an emphasis on transportation	Design roadways to provide safe transportation access and modal options
	Prioritize facilities for walking, rolling, biking and riding transit according to the modal priority framework within this policy
	Engage with residents and stakeholders in a way that is transparent, inclusive and allows for meaningful involvement
	Design roadways to reduce air pollution, flooding and heat island effects in alignment with the Climate Action Plan

Guiding principle	Example policy considerations
Reduce transportation related greenhouse gas emissions and other pollutants	Implement infrastructure that supports strategies to reduce vehicle miles traveled (VMT), such as encouraging walking, biking, rolling and transit use - reducing the need for single-occupancy vehicle trips
	Implement strategies to reduce carbon and greenhouse gas emissions, including continued use of recycled materials, etc.
	Capture carbon with plants and landscaping (trees, shrubs, perennials, native plantings) and soil amendments (e.g. compost and biochar)
Increase environmental resilience	Design, implement and maintain the use of natural and built green infrastructure to store, reuse and infiltrate stormwater, thereby improving water quality and reducing the quantity of water entering surface waters
	Reduce wetland impacts and strive to restore and create wetlands in the county
	Evaluate all projects in the planning stage for potential tree planting opportunities and risks of impacts to existing trees; develop tree preservation, protection and replacement strategies in support of the goal of no net loss of trees
Improve transportation safety	Design infrastructure to reduce fatal and serious injury crashes for all modes of travel
	Design roadways that promote safe driving speeds
Leverage technology and partnerships	Work with partners to develop technologies that improve roadway safety, operations, and green infrastructure
	Work with partners to increase modal network connectivity and reduce stormwater pollutant runoff

Performance measures

Performance measures will be used to track and monitor progress in meeting the goals of the Complete and Green Streets Policy. Staff will track and report on key performance metrics annually through a dashboard to measure ongoing progress.



Basis of design

Throughout the project development process, local, state and national guidance are used, including emerging best practices in urban street design, Safe System Approach, and Complete and Green Streets.

Exceptions

Complete and Green Streets will be implemented as part of roadway design based on the project context and established modal priority framework. The following conditions may affect the project design elements:

- topographic, environmental, historic, or natural resource constraints;
- risks that cannot be overcome through design;
- construction and/or maintenance costs relative to the total project cost; and/or
- city council and/or community support

Regulatory requirements

Successful implementation of Complete and Green Streets will require Hennepin County to abide by the regulatory requirements of agency partners. County staff will work with partner agencies to review regulatory requirements and seek variances where needed to account for changes in practices, technology, etc. to achieve goals.

Many features within the right-of-way need to follow various requirements to receive associated funding and/or permits. This includes, but is not limited to, items such as sidewalk/trail, lane, boulevard and median widths, clear zones and stormwater treatment.

Maintenance

Successful policy implementation will be impacted by ongoing operations and maintenance of these assets. Cooperative agreements between the county and our agency partners will define who will own and maintain assets within the county's right-of-way. Cooperative agreements will also include agency roles, responsibilities, funding commitment and maintenance requirements to provide year-round service for all Complete and Green Streets elements.



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Hennepin County Complete Streets Policy

Final Policy approved by Hennepin County Board of Commissioners

July 14, 2009

This Complete Streets policy was created under Hennepin County Board Resolution 09-0058R1. The resolution demonstrates the county's commitment to develop and maintain a safe, efficient, balanced and environmentally sound county transportation system and to support Active Living – integrating physical activity into daily routines through activities such as biking, walking, or taking transit. The county strives to be a leader in providing opportunities and choices for its residents, and believes that a well-planned transportation system that includes Complete Streets demonstrates this leadership.

Hennepin County will enhance safety, mobility, accessibility and convenience for all corridor users including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people of all ages and abilities by planning, designing, operating, and maintaining a network of Complete Streets. This policy applies to all corridors under Hennepin County jurisdiction. The county will work with other transportation agencies to incorporate a Complete Streets philosophy and encourages the State of Minnesota, municipalities, other counties and regional organizations to adopt similar policies.

Given the diversity of the natural and built environment in Hennepin County, flexibility in accommodating different modes of travel is essential to balancing the needs of all corridor users. The county will implement Complete Streets in such a way that the character of the project area, the values of the community, and the needs of all users are fully considered. Therefore, Complete Streets will not look the same in all environments, communities, or development contexts, and will not necessarily include exclusive elements for all modes.

Developing Complete Streets will be a priority on all corridors, and every transportation and development project will be treated as an opportunity to make improvements. This will include corridors that provide connections or critical linkages between activity centers and major transit connections, and in areas used frequently by pedestrians and bicyclists today or with the potential for frequent use in the future.

Hennepin County will conduct an inventory and assessment of existing corridors, and develop Complete Streets implementation and evaluation procedures. The Complete Streets policy and implementation procedures will be referenced in the Transportation Systems Plan and other appropriate plans or documents.

Applicable design standards and best practices will be followed in conjunction with construction, reconstruction, changes in allocation of pavement space on an existing roadway, or other changes in a county corridor. The planning, design, and implementation processes for all transitway and roadway corridors will:

- Involve the local community and stakeholders,
- Consider the function of the road,
- Integrate innovative and non-traditional design options,
- Consider transitway corridor alignment and station areas,
- Assess the current and future needs of corridor users,
- Include documentation of efforts to accommodate all modes and all users,
- Incorporate a review of existing system plans to identify Complete Streets opportunities.

Hennepin County will implement Complete Streets unless one or more of the following conditions are documented:

- The cost of establishing Complete Street elements is excessive in relation to total project cost.
- The city council refuses municipal consent or there is a lack of community support.
- There are safety risks that cannot be overcome.
- The corridor has severe topographic, environmental, historic, or natural resource constraints.

The County Engineer will document all conditions that require an exception. The Assistant County Administrator for Public Works will provide the Hennepin County Board with annual reports detailing how this policy is being implemented into all types and phases of Hennepin County's Public Works projects.

Hennepin County will identify and apply measures to gauge the impact of Complete Streets on Active Living and the quality of life of its residents.