2022 REGIONAL SOLICITATION

Summaries of Funded Projects

Project Summary

Traffic Signal Technologies and ITS Corridor Enhancements

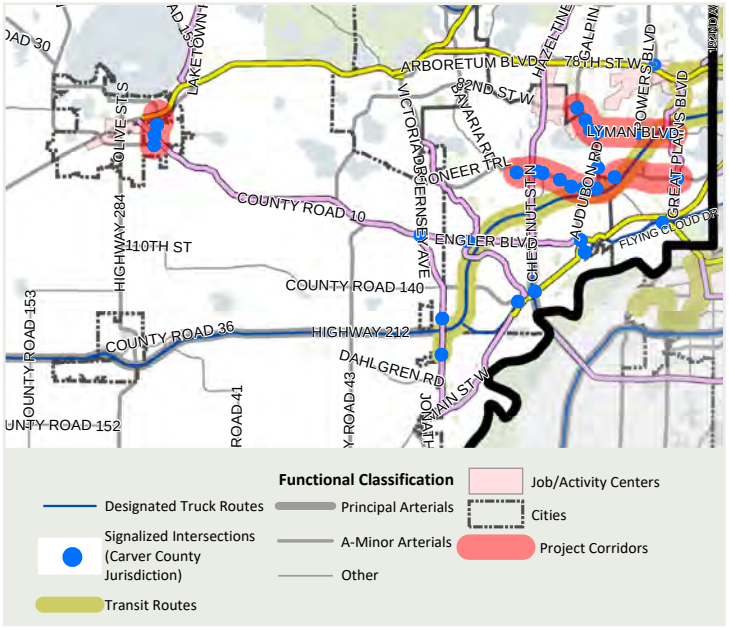
Applicant: Carver County

April 14, 2022

Project Overview

Carver County uses traffic signals to support safe and efficient multimodal transportation for County residents, businesses, employees, and visitors. The County is requesting a federal grant to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), CSAH 59-Main Street (Waconia), and other intersections. The project scope will include:

- A new Advanced Traffic Management System (ATMS)
- Central signal system software with expanded remote access and operations
- Upgraded traffic signal controllers and cabinets
- Conflict monitors
- Upgraded timing plans, coordination, and video detection systems
- ITS devices including CCTV cameras
- Communications and fiber optic cable upgrades & connections



Project Area

Project Benefits

The roadway system management project will provide a more responsive, efficient, future-minded, and smart traffic control system. The project will:

- Link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions
- Reduce traffic-related crashes, minimize travel time, and better support incident management and special events
- Support environmental sustainability and air quality by improving traffic flow
- Include innovative treatments such as flashing yellow arrows and vehicle detection at traffic signals consistent with Regional ITS Architecture and best practices
- Improve bicycle and pedestrian access and safety by installing accessible pedestrian signals

Existing Carver County Traffic Signal

Project Schedule

- **Design:** Summer 2022-Summer 2025
- **Right-of-way:** Not anticipated
- **Bidding:** Fall 2025-Winter 2025
- **Construction:** Spring-Fall 2026

Requested Federal Amount

$2,000,000

Total Project Cost

$2,500,000

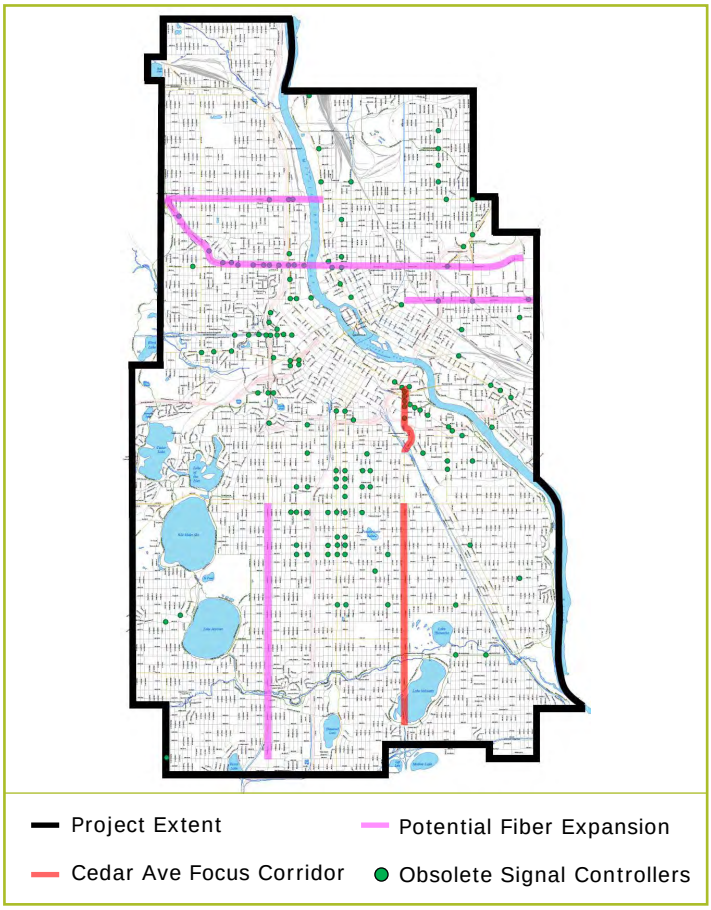
CONTACT:

Angie Stenson, Sr. Transportation Planner
Carver County Public Works
952.466.5273
astenson@co.carver.mn.us
https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan

If you need this material in another format, please contact us at carvercountypw@co.carver.mn.us or at 952.466.5200 and provide your name, contact information, and preferred alternate format.

Minneapolis ITS Upgrades and Enhancements

PROJECT MAP:



EXISTING CONDITION PHOTO:

PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel
- Improves safety for all users
- Improves functionality of Minneapolis ITS Network
- Prepares the city for connected vehicle technology

APPLICANT:

City of Minneapolis

PROJECT AREA:

- Minneapolis Citywide
- Focus Corridor: Cedar Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

$2,400,000

TOTAL PROJECT COST:

$3,000,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on Cedar Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), realtime surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, Accessible Pedestrian Signals (APS), additional CCTV devices, vehicle-to infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio or 5G cellular communications (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system that supports Minneapolis' Smart Cities initiatives and has the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials, integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use.

The focus on Cedar Avenue will improve operations on a key multimodal arterial connecting south Minneapolis to downtown, increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic. The focus area is separated into two segments to blend with Hennepin County's proposed reconstruction project along Cedar Avenue from 24th St E to Lake St E. The ITS improvements proposed within this application could be successfully integrated with Hennepin County's project regardless of either project's final delivery timeline.

MARYLAND AVENUE TRAFFIC SIGNAL MODERNIZATION

PROJECT ELEMENTS AND BENEFITS

The Maryland Avenue Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Maryland Avenue in the City of Saint Paul. Maryland Avenue (CSAH 31) is classified as an A Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of four traffic signals along Maryland Avenue at Earl Street, Forest Street, Johnson Parkway and Hazelwood Street.
    - With an average age of 47 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
    - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Replacement of aging fiber-optic interconnect along Maryland Avenue between Dale Street (CSAH 53) and White Bear Avenue (CSAH 65), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life.
    - Replacement of interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
    - Replacement of fiber-optic interconnect will allow for the continued coordination of closely spaced signals along this corridor, reducing stops and delay while improving safety.
    - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Installation of traffic cameras at multiple locations in the area.
    - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.
    - Cameras will be integrated with the City's existing system, allowing for access by Saint Paul Police and Public Works.

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

651.266.6208
mike.klobucar@ci.stpaul.mn.us

PROJECT COST

Total project cost: $2,903,000

Federal request amount: $2,322,400

26th and Hiawatha Safety Improvements

26th St E and Hiawatha Ave (TH55)

Minneapolis
City of Lakes

Project Description

The proposed project includes the intersection reconstruction of 26th Street East and Hiawatha Avenue (Trunk Highway 55) to improve the safety, accessibility, mobility and travel experience for all users. This intersection provides access to residential, recreational, industrial and commercial areas, and plays an important role in the regional transportation needs for all travel modes.

Both corridors are part of the pedestrian, bicycle and freight priority networks in the City's Transportation Action Plan, and Hiawatha Avenue is designated as a 10-ton truck route. There is an existing multi-modal trail and sidewalk on both sides of Hiawatha Ave, and sidewalks along 26th Street. There is a protected bikeway on 26th Street and an existing bikeway gap between the start of this facility and the Hiawatha LRT trail.

This intersection is extremely crash prone and is identified in the City's Vision Zero Crash Study as experiencing the 2nd most vehicle crashes and the most bicycle crashes within city limits. The intersection is the first at-grade intersection for motorists traveling southbound from downtown Minneapolis, I-94 or 35W, and the last at-grade intersection before northbound motorists enter the interstate system.

Project Area

Project Benefits

This project will address the existing and future safety issues through but not limited to the following improvements:

- Slow approaching traffic by bumping out curb lines, removing free right turns and porkchops.
- Providing advanced warning of signal changes for approaching motorists through advanced signage and signal heads over each lane.
- Eliminating a bicycle network gap by constructing a westbound trail connection between the Hiawatha LRT trail and the existing 26th Street protected bikeway.
- Improve pedestrian infrastructure, including accessible pedestrian signals, high visibility crosswalks and improved lighting.

Existing Conditions

Average Number of Daily Users

26th and Bloomington (2015)

390 pedestrians

160 bicyclists

Sabo Bridge over Hiawatha (2018)

40 pedestrians

2670 bicyclists

Hiawatha Trail east of Hiawatha/28th (2017)

110 pedestrians

1060 bicyclists

Source: Minneapolis Bicycle & Pedestrian Counts and Minneapolis Public Works, Metro Transit.

Average Number of Daily Vehicles

36,000 - 43,500 motor vehicles (Hiawatha 2020)

7,200 - 8,400 on (26th St E 2020)

Source: MNDOT

Image of intersection

Contact:

Kelsey Fogt // Transportation Planner // Minneapolis Public Works // 612-790-7132 // kelsey.fogt@minneapolismn.gov

Est. Project Cost: $1,662,100 **Funding Requested: $1,329,600**

Project Name: US Hwy 169 & 109th Ave N Intersection Improvements

Applicant: City of Brooklyn Park
Project Location: US Hwy 169 & 109th Ave N
Total Project Cost: $3,118,500
Requested Federal Award Amount: $2,494,800
Local Match: $623,700

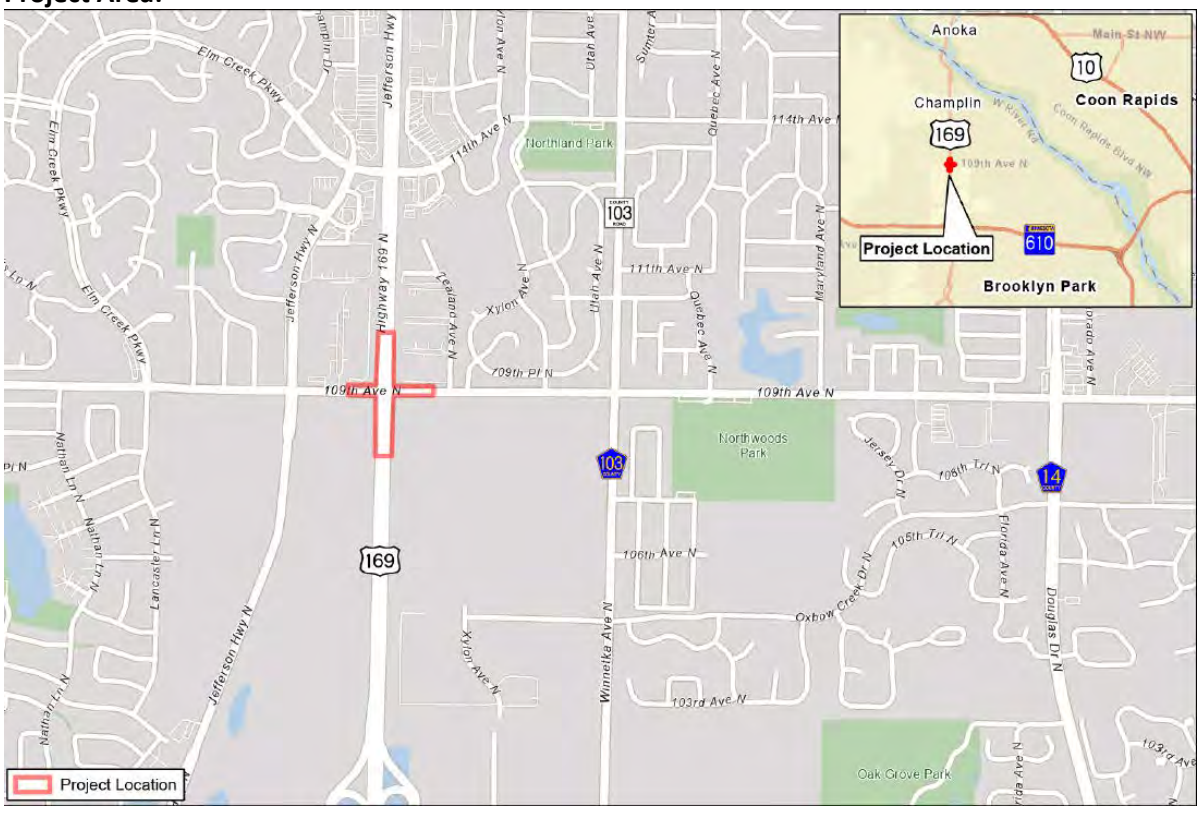
Project Description:
The City of Brooklyn Park is proposing improvements at the intersection of US Highway 169 (US 169) and 109th Ave N. The proposed project would enhance mobility and safety for motorists and non-motorists. US 169 is a principal arterial. 109th Ave N is a B Minor Arterial that serves as the border between Brooklyn Park and Champlin. The proposed project will improve local and regional access to businesses and residents in both cities. Additional turn lanes on each of the four intersection legs would reduce congestion, improve safety, and improve mobility for motorists and non-motorists. The traffic signal would also be upgraded. The project would also provide improved bicycle and pedestrian experiences through reconstructed sidewalk, new trail, and improved crossings at US 169. All non-motorized facilities constructed as part of the proposed project will be ADA compliant.

Project Benefits:
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improve mobility and accessibility to local and regional destinations for motorists and non-motorists
- Alleviate congestion through additional dedicated turn lanes
- Upgrade traffic signal, including ADA compliant components

Project Benefits (cont'd):
- Enhance the transportation network to enable safe and efficient delivery of goods and services

Key Connections:
- NorthPark Business Park (southeast intersection quadrant)
- Recreational areas (i.e. Northwoods Park)
- Commercial and industrial clusters along US 169

Project Area:



Highway 10/11 Intersection Improvements
Carver County

Primary Contact:
Angie Stenson
Sr. Transportation Planner
11360 Hwy 212, Suite 1, Cologne, MN 55322
612.360.7422
astenson@co.carver.mn.us

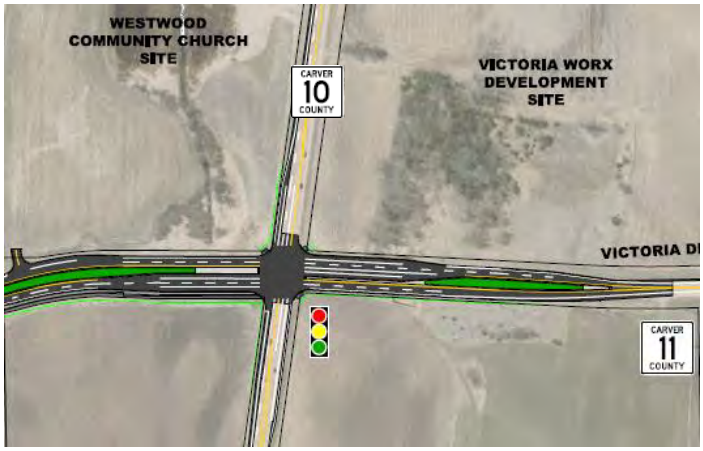
Application Category:
Roadways including Multimodal Elements – **Spot Mobility**

Corridor Fast Facts:
- Intersection serves half of the county population
- Highway 11 volumes anticipated to double in the next 20 years
- Project decreases over 50% peak hour congestion

Project Description
This project at Highway 11 (Jonathan Carver Parkway/Victoria Drive) and Highway 10 (Engler Boulevard) installs a permanent signal system accompanied with geometric expansions on all four legs of the intersection. Geometric improvement includes the expansion of Highway 11 to a four-lane divided urban section with dual left-turn lanes on the north leg and a second eastbound lane through the intersection, adding capacity to Highway 10 turn lanes.

Regional Significance: This intersection serves connection between the cities of Chaska, Waconia, Victoria and Carver. Centrally located, the rural area has been experiencing development pressures with near-term and continued development over the next 20 years.

The Issues: The Highway 10/11 intersection on the border of the Cities of Victoria and Chaska is has significant crash and congestion issues impacting the movement of goods and people throughout the region. Operational issues create queues a quarter mile long on multiple legs during both peak hours; these queues are particularly problematic eastbound, as maximum queues are encroaching an at-grade railroad crossing. A temporary wood pole signal system that was installed in 2013 to address safety concerns with the two-way stop control at the intersection. Since its installation, reductions in fatal and severe injury crashes have been observed; demonstrating the priority need for a permanent system with ADA compliant facilities.



Funding Information:
Requested Award Amount: $3,040,000
Local Match: $760,000
Construction Total: $3,800,000

Match $ Sources:
- Carver County

Project Benefits
Proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highways 10/11. The project will address existing safety and mobility issues at the intersection and upgrade Highway 11 to the adopted vision. With development pressures, pedestrian demand is highly anticipated. The Highway 10 corridor is an RBTN Tier 2 corridor linking the region and proposed improvements will provide for a supportive trail crossing.

Part of a Bigger Picture
Studies recently completed on the Highway 10 and 11 corridors have identified this intersection as a high priority for regional mobility. This project is the first step in several infrastructure investments and development opportunities along both highways of which all project partners are committed to. This project as proposed fits the vision for the corridor and will guide future investments and development.

2022 *Award* → 2024-25 *Design* → 2026-27 *Construction*

CSAH 49 at CSAH 32 Spot Mobility Improvement

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Project Name: Anoka/Ramsey CSAH 49 (Hodgson Road) at Anoka CSAH 32/Ramsey CSAH 1 (CR J/Ash Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County and City of Shoreview, Ramsey County
Geographic Limits: 1.1 Miles, intersection of CSAH 49 at CSAH 32

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: $4 Million
Requested Amount: $3.2 Million

Existing Conditions

The intersection at CSAH 49 and CSAH 32 connects two minor arterials (A-Minor Expanders) on the border of Shoreview and Lino Lakes. The residential retail node is currently undergoing redevelopment of the NW quadrant of the intersection, converting the property from a vacant asphalt lot to a senior housing complex with 230 units and future commercial sites. In addition to the new development, the project area has a mix of moderate density residential, businesses, parks and open spaces.

Project Description

The project provides an opportunity to redesign the intersection to improve safety and mobility for all road users and address the existing skew of the CSAH49/CSAH 32 intersection. The project will improve safety for turning movements, improve drainage, and provide safe pedestrian accommodations.

Plans for the roadway project area include a new multi-use trail in the northwest quadrant (from Woodridge Lane to CSAH 49 and north on CSAH 49). The new trail would connect to the existing trail on the south side of CSAH 32 and expand the non-motorized accommodations in the project area.

Issues to be Addressed

- Traffic congestion and delays
- Poor mobility for all roadway users
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage
- Access management

CSAH 49 at CSAH 32 Project Location

City of Lino Lakes, Anoka County
& City of Shoreview, Ramsey County

These facilities will provide better access to local recreational facilities such as Bucher Park (0.25 miles), Baldwin Lake (0.75 miles) and Turtle Lake (1 mile). CSAH 32 and Ware Rd (0.25 miles east of CSAH 49) are part of the North-south RBTN Tier 2 alignment, emphasizing the regional commitment to bicycle access through this area. ADA-compliant pedestrian accommodations at the intersection will also provide better accommodations for people with disabilities.

Proposed Improvements

- New single-lane roundabout at CSAH 49 and CSAH 32
- Paved shoulders leading into roundabout
- New multi-use trail from Woodridge Ln to CSAH 49 and north on CSAH 49 in Lino Lakes
- Expanded trail connections
- ADA-compliant pedestrian accommodations

Project Benefits

- Improved safety and mobility
- Improved connectivity
- Improved safety and accessibility for pedestrian and bicyclists

Highway 5/Highway Intersection Safety and Access Improvements
Carver County

Primary Contact:
Angie Stenson
Sr. Transportation Planner
11360 Hwy 212, Suite 1, Cologne, MN 55322
612.360.7422
astenson@co.carver.mn.us

Project Location:
TH 5 at CSAH 11
Victoria, MN

Application Category:
Roadways including Multimodal Elements – **Spot Mobility**

Intersection Fast Facts:
- Project decreases over 66% peak hour congestion
- Project reduces all crashes by over 70%

Funding Information:
Requested Award Amount: $2,400,000
Local Match: $600,000
Project Total: $3,000,000

Match $ Sources:
- Carver County
- City of Victoria
- Trunk Highway Funds

Project Description
This project at Highway 5 (Arboretum Boulevard) and Highway 11 (Victoria Drive) installs a single-leg roundabout accompanied by pedestrian facilities, intersection lighting, and private access closures and relocations within the City of Victoria.

Regional Significance: This intersection serves connection between Trunk Highways 5 and 7 in the west metro. This link carries significant commuter traffic during the week and recreational traffic on the weekends due to the many area parks and lakes. the cities of Chaska, Waconia, Victoria and Carver. Development pressures and expansion of Downtown Victoria will further drive the importance of this key intersection within central Carver County.

The Issues: The Highway 5/11 intersection within the City of Victoria has been experiencing significant crash and congestion issues for years and an agreed upon and fundable solution proved to be challenging. Due to area growth, operations and safety issues have further degraded and action must be taken. Commuter traffic during the AM peak hour results in heavy southbound left and eastbound through traffic. These heavy conflicting movements, combined with high posted speed limits result in unacceptable delays on Highway 11. These delays often leave drivers frustrated and become willing to accept smaller and riskier gaps in Highway 5 traffic to enter the Trunk Highway, resulting in elevated crash rates. Several fatal and serious injury crashes have occurred at this intersection within the last decade.

Project Benefits
Proposed improvements will provide increased safety by eliminating the opportunity for dangerous right angle and left turn crash types and by calming traffic on both corridors, serving as a gateway to Downtown Victoria east of the project location. Private accesses are closed, restricted, and relocated throughout the project area, eliminating conflict points within the functional area of the intersection. Operations during the peak hours is also improved with all movements experiencing reduced delay. Pedestrian facilities are introduced allowing for comfortable crossing of Highways 5 and 11. These facilities will accommodate future extension of the pedestrian network on Highway 5 which is designated as a RBTN Tier 1 corridor.

Part of a Bigger Picture
A study of Highway 5 in the area identified a vision for the corridor which includes a roundabout at this intersection to best improve safety and operations, as well as meet the future needs for development and pedestrian access. This project as proposed fits the adopted vision for the corridor and will fit with future infrastructure investments and support development opportunities.

2022 *Award* → 2024-25 *Design* → 2026-27 *Construction*

CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

City(ies)
Maple Grove

Commissioner District(s)
7

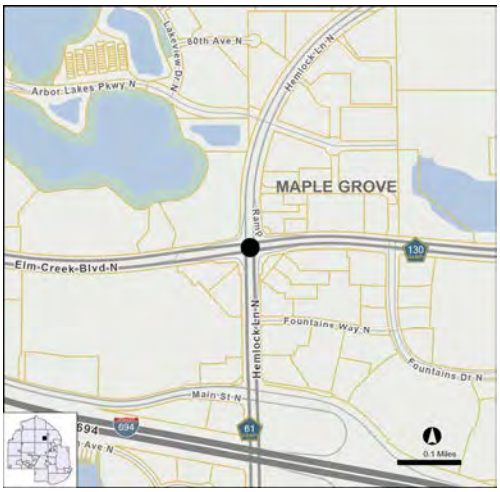
Capital Project Number
CP 2220500

Project Category
Spot Mobility and Safety

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/9/2022

Project Map



Project Summary
Safety improvements at the intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in the City of Maple Grove.

Roadway History
The existing intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash type at this intersection is rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking, rolling, and biking through the intersection.

Project Timeline

Scoping:	Q1 2022 - Q4 2023
Design:	Q1 2024 - Q4 2025
R/W Acquisition:	Q1 2025 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Description and Benefits
The proposed project will improve accessibility, mobility, and safety by implementing the following project elements that aim to address crash themes:

- Elimination of two channelized right-turn islands and introduction of smart channel design at the remaining two quadrants to slow vehicles
- Remove unnecessary buffer space surrounding right-turn islands
- Replacement and upgrading of the existing traffic signal system
- Upgrade of ADA accommodations to current design standards
- Modification of trail and sidewalk alignments on approaches (as necessary)

Project Budget -	Project Level	
Construction:	$	1,780,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	1,930,000
Design Services:	$	290,000
R/W Acquisition:	$	-
Other (Utility Burial):	$	-
Construction Services:	$	190,000
Contingency:	$	540,000
Total Project Budget:	**$**	**2,950,000**

Project Risks & Uncertainties
Coordination to engage the public will be discussed among key stakeholders, including the City of Maple Grove

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the two roadways' functional classification as A-Minor Arterials.

TH 65 Interchanges to serve CSAH 12 (109th Avenue) and 105th Avenues in Blaine

Trunk Highway (TH) 65 is a principal arterial located in the Twin Cities metropolitan area in Anoka County. As the only continuous north/south corridor of its size and capacity in Anoka County, TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. At the project location, TH 65 is currently a four-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Posted speed limit is 55 miles per hour (mph)
- Signalized intersection with 109thth and 105th Aves NE with no restricted turn movements
- Serves approximately 50,000 vehicles per day and is forecasted to serve approximately 60,000 vehicles per day in 2045

Funding Opportunity: Roadway Expansion

Applicant: Anoka County

Location: Blaine, MN

Project Limits: 103rd Ave NE to 113th Ave NE

Total Project Cost: $42,000,000

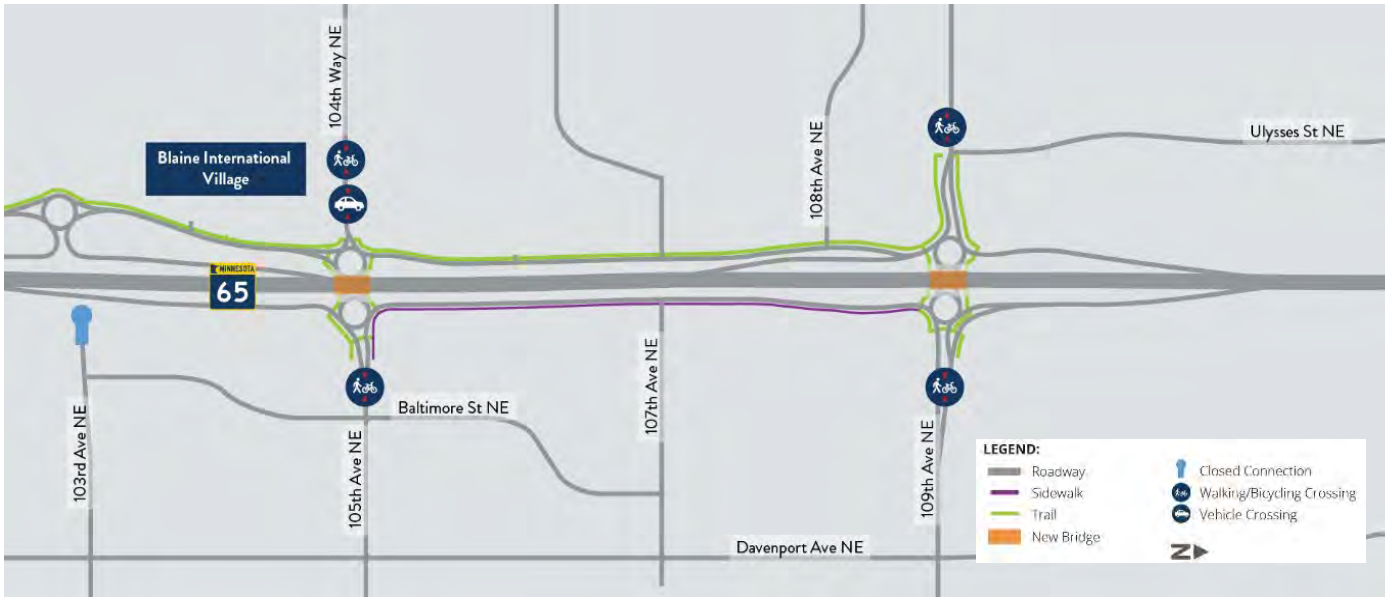
Requested Award Amount: $10,000,000

The proposed project includes grade separated crossings at 105th Avenue and CSAH 12 and conversion of TH 65 to a limited access facility. The improvements would reduce congestion and improve pedestrian and bicycle access across TH 65, a major barrier for residents. The need for the project was identified as part of the Metropolitan Council's Principal Arterial Conversion Study.

A Planning and Environmental Linkages (PEL) study resulted in the development of four alternatives for this section of TH 65. The National Environmental Policy Act (NEPA) review phase of the project began in early 2022 and will select a preferred alternative from the four proposed alternatives. Given analysis of alternatives for the NEPA process, it is likely Alternative 1A (Figure 1) will be selected as the preferred alternative due to the similar benefits it provides at a lower cost compared to other alternatives. Alternative 1A was used in the development of Anoka County's Regional Solicitation application given its likelihood of selection as the preferred alternative. Features of Alternative 1A include:

- Bridges carrying TH 65 traffic above grade at 105th and 109th Avenues allowing local traffic, cyclists, and pedestrians to cross TH 65 more comfortably and without traffic signal delay.
- Frontage roads on both sides of TH 65 with separated pedestrian and bicycle facilities allowing for more direct north-south travel in the corridor for local traffic.

Figure 1. TH 65 Alternative 1A Improvements at CSAH 12 (109th Ave) and 105th Ave



Highway 13 and Nicollet Avenue Intersection Grade Separation

Project Name: Minnesota Highway 13 & Nicollet Avenue Mobility Improvement Project

Applicant: City of Burnsville, Minnesota

Location: Dakota County

Application Category: Roadway Strategic Capacity

Funding Information:

Requested Award Amount: $10M
Local Match: $22.8M
Project Total: $32.8M (2026 dollars)

Additional Funding Sources:

- Pursuing $25M RAISE Grant
- $2.6M commitment from City of Burnsville & Dakota County

Primary Contact:

Jen Desrude
City Engineer
952-895-4544
jen.desrude@burnsvillemn.gov

Project Description

The City of Burnsville, Minnesota is pursuing funds to grade separate the intersection of Minnesota Highway 13 and Nicollet Avenue, the northern entrance to the Burnsville Heart of the City District, a mixed-use transit-oriented area with a growing number of jobs, residents, and commercial opportunities.

This grade separation is one part of a greater suite of mobility and safety improvements along Highway 13 between the cities of Savage and Burnsville. As a whole, these improvements will have widespread benefits for traffic safety, mobility, and accessibility for transit, pedestrians, bicyclists, and other traffic along the corridor. The Highway 13 and Nicollet Avenue intersection today is plagued with safety and operational issues, and the project would address these issues via the following design elements:

A grade separated crossing for Nicollet Avenue over Highway 13 and a new offset traffic signal to manage access between Highway 13 and Nicollet Avenue

A grade-separated crossings for cyclists and pedestrians between the MVTA Transit Station and Metro Orange Line Station

Direct access to Northbound I-35W access from Nicollet Avenue

Project Benefits

This project would provide a grade-separated, multi-modal crossing of Highway 13 that will improve safety and operations for all road users. The improvements would also significantly decrease congestion and delay at the intersection, greatly benefitting MVTA and Orange Line transit operations. The grade separated shared use path would remove a major barrier to accessing jobs, transit stations, and services in the area, and significantly improve bikeability and walkability.

Regional Significance/Context

The project location is at the northern gateway to Burnsville's Heart of the City District, near an area of concentrated poverty. The intersection stands at odds with the district's priority on investments that support community, transit, and active lifestyles. The intersection is a barrier to accessing transit service, and congestion and delays impact transit reliability. Burnsville has long terms plans for more high-density TOD-style development in the region. Disruptions along Highway 13 impact freight operations downstream at the Ports of Savage.

Project Development and Status

This project was identified through the MnDOT Highway 13 Corridor Study, $2.1M study to identify solutions to operational and safety issues along the corridor. Through this study, a hybrid environmental assessment for the proposed redesign of the intersection has already been completed, and community engagement has begun. Interest in a redesign is high, and community members are interested in improvements that prioritize safety, accessibility, and reduce congestions and delays. The project is pursuing funding through a RAISE Grant and Regional Solicitation

2022 *Award* → 2021-2024 *Design* → 2024-2026 *Construction*

Learn more at: https:burnsvillemn.gov/13Nicollet

I-35E/County Road J Interchange Replacement and CR J Improvements - Strategic Capacity (Roadway Expansion)

Applicant:	Ramsey County
Project Location:	I-35E/CR J Interchange & CR J: Centerville Road to Otter Lake Road
Total Project Cost:	$14,549,729
Requested Federal Dollars:	$10,000,000
Local Match Dollars:	$4,549,729

Project Description:
Reconstruction of the existing I-35E and County Road J interchange and County Road J from Centerville Road to Otter Lake Road. Ramsey County is leading the project in cooperation with Anoka County, the City of Lino Lakes, the City of North Oaks, White Bear Township and MnDOT. Preliminary design and preparation of the required federal environmental document are underway with a 2024 construction letting planned.

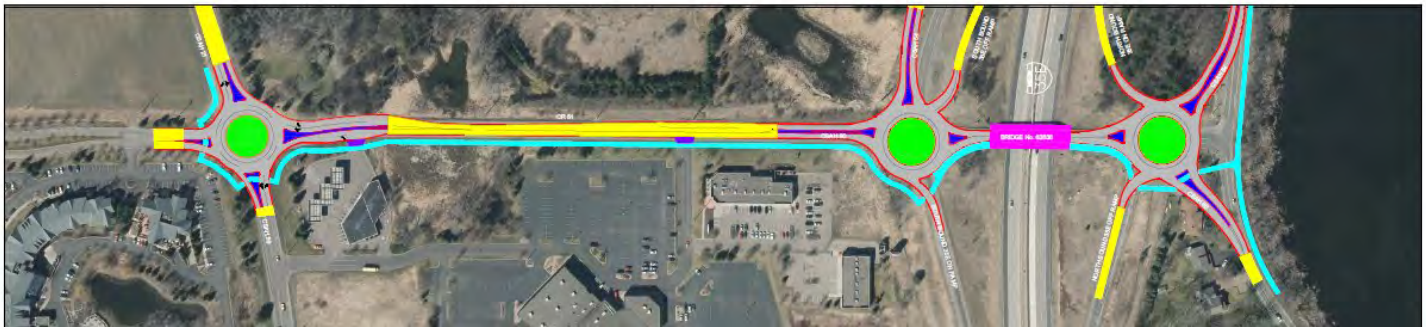
Project Benefits:
Traffic Operations: The project will replace four all-way stop control/signal control intersections with three roundabouts along County Road J at Centerville Road, the 20th Avenue/West Ramps and the Otter Lake Road/East Ramps. This will improve I-35E/County Road J interchange peak hour operations and operations of the I-35E/CSAH 4 interchange three miles to the north.

Access: Addition of I-35E entrance and exit ramps to the north of County Road J will provide improved response times for emergency response vehicles to Waverly Gardens retirement community, reduced travel times for truck freight traffic serving the industrial park located just southwest of the interchange and enhanced economic development opportunities for nearby undeveloped land.

Safety: Construction of roundabouts along with new I-35E exit and entrance ramps north of County Road J will reduce crashes at both the I-35E/County Road J interchange and the I-35E/CSAH 14 interchange. The project will also address a currently unsafe condition of peak hour traffic queues along the northbound I-35E exit ramp to County Road J backing up into the I-35E through lane.

Multimodal: There are no existing bicycle or pedestrian facilities in the project area. Construction of a multiuse trail on the south side of County Road J along with the addition of ADA improvements and center median refuges will negate the need for bikers and walkers to walk along the roadway shoulder, providing a much safer and comfortable multimodal user experience.

Roadway & Bridge: The project will replace a 0.47 mile segment of Country Road J; an aging facility that was constructed in 1935. The project will also correct a vertical curve on the bridge that inhibits sight distance.



I-35E/County Road J Preliminary Conceptual Design Layout

Multimodal Planning
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
651-266-2760
www.ramseycounty.us

Hennepin CSAH 30 from Xylon Ave to CSAH 103
City of Brooklyn Park

Project Name: Hennepin CSAH 30 from Xylon Ave to CSAH 103

Applicant: City of Brooklyn Park

Route: CSAH 30 (93rd Ave N) – Xylon Ave to W Broadway Ave (CSAH 103)

Location: Brooklyn Park, Hennepin County, MN

Application Category: Roadway – Strategic Capacity

Funding Information:
Requested Award Amount: $2,521,600
Local Match: $630,400
Project Total: $3,152,000

Additional Funding Sources:
- Hennepin County
- City of Brooklyn Park

Primary Contact:
Jeff Holstein, PE, PTOE
City Transportation Engineer
8300 Noble Ave N, Brooklyn Park MN 55443
763-493-8102
Jeff.holstein@brooklynpark.org

Project Description
The CSAH 30 (93rd Avenue N) from Xylon Ave to CSAH 103 (W Broadway Ave) project reconstructs, expands, and modernizes nearly 0.3 miles of existing two-lane rural roadway to feature a four-lane urban divided section with multi-use trail on both sides of the A-Minor Reliever which carries over 10,000 vehicles per day. The project is one of many identified improvements in preparation for and in conjunction with the Metro Blue Line Extension project within the City of Brooklyn Park. The proposed light rail line, serving 5 communities in the northwest metro area, will feature five stations within Brooklyn Park, one of which will be located just east of the 93rd Ave N project limits at the intersection with (CSAH 103) W Broadway Ave.

Turn lane, center median, drainage, traffic signal, and pedestrian/bicyclist improvements will modernize the roadway, making it safer and more efficient for all users, resulting in a more maintainable, resilient, and sustainable piece of infrastructure for the region.

Project Benefits
In addition to supporting the goals of the future Metro Blue Line Extension, the project will fix poor pavement, improve the substandard truck turning radii at the Winnetka Ave N intersection, and add capacity to serve heavy truck traffic generated by the growing commercial and industrial development that is a major employment center for the region. Additionally, the project will add pedestrian facilities, filling in an existing trail gap between Winnetka Ave and CSAH 103 (W Broadway Ave) which is identified as an RBTN Tier 2 corridor. The existing signal at Winnetka Ave N is a wood-pole system which has exceeded its service life, is routinely struck by turning trucks and is not ADA compliant. A new signal system will be installed with APS components and the latest traffic signal technologies.

Regional Significance/Context
The project will complement the recent construction of the CSAH 30 (93rd Ave N)/TH 169 interchange by extending a four-lane urban typical section further to the east. Furthermore, the project is tied to the Metro Blue Line Extension and the 93rd Avenue Station. Adequate pedestrian facilities are required to carry non-motorized trips to and from the proposed station which serves key last/first mile connections to many surrounding business, residential, and commercial areas. This segment of CSAH 30 also serves as an important reliever route to current and future congestion along TH 610.

Project Development and Status
The Metro Blue Line Extension has reached a 90% plan production level, but further plan progress has been paused to identify and vet alternative route alignments within the communities of Minneapolis, Robbinsdale, Crystal, and Golden Valley. Project leadership has made it clear that no changes will be made to the Brooklyn Park CSAH 103 & CSAH 30 section of the route. The CSAH 30 (93rd Ave N) project can be built in advance of the full Blue Line project if funding becomes readily available.

2022	2021-2023	2026-2027
Award	***Design***	***Construction***

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 5 (Franklin Ave) Reconstruction Project

City(ies)
Minneapolis

Commisioner District(s)
3

Capital Project Number
2210900

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
3/30/2022

Project Summary

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Ave (CSAH 22) to 250' west of Blaisdell Ave in Minneapolis.

Roadway History

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway is a 4-lane undivided configuration with no turn lanes provided. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking exist along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides, they do not provide a positive user experience. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Many pedestrian ramps do not meet current ADA standards and pose challenges for those with limited mobility.

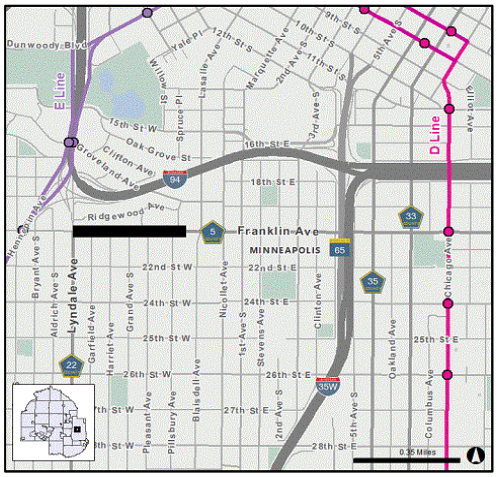
Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

Project Risks & Uncertainities

- This project is phase 2 of 2 along Franklin Ave led by Hennepin County.
- Additional coordination will be needed with the City of Minneapolis' Franklin Ave reconstruction project to the west, and Hennepin County's Lyndale Ave (CSAH 22) reconstruction project

Project Map



Project Timeline

Scoping:	Q1 2019 - Q2 2021
Design:	Q3 2021 - Q4 2024
R/W Acquisition:	Q3 2023 - Q4 2024
Bid Advertisement:	Q2 2025
Construction:	Q3 2025 - Q4 2026

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -		Project Level
Construction:	$	2,970,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	3,210,000
Design Services:	$	480,000
R/W Acquisition:	$	1,080,000
Other (Utility Burial):	$	-
Construction Services:	$	320,000
Contingency:	$	960,000
Total Project Budget:	**$**	**6,050,000**

Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)

RICE STREET RECONSTRUCTION
Ramsey County

Project Name: Rice Street Reconstruction

Applicant: Ramsey County

Route: CSHA 49

Location: City of St. Paul

Application Category: Roadway Reconstruction/Modernization

Funding Information:
Requested Award Amount: $7,000,000
Local Match: $29,700,000
Project Total: $36,700,000

Additional Funding Sources:
- City of St. Paul
- Metro Transit
- St. Paul Regional Water Services

Primary Contact:
Nick Fischer, P.E.
Project Manager
651.235.6588
Nicklaus.Fischer@CO.RAMSEY.MN.US

Project Description
CSAH 49 (Rice Street) is a major transportation corridor and activity hub in Saint Paul. Rice Street connects residents, travelers, and visitors to a diverse intermingling of businesses, services and institutions. The current aged roadway has numerous safety, access, and traffic concerns. Over the last three years, Ramsey County and the City of Saint Paul have facilitated a community-driven planning for Rice Street - the Rice Street Vision Plan - to overhaul its design, use, and impacts.

The proposed project will be a full reconstruction of a two-mile segment, from Pennsylvania Ave to Wheelock Pkwy. Key improvements will include:
- A 4-3 lane conversion with a center turn lane
- A shared-use pedestrian & bicycle path
- Enhanced sidewalk conditions
- Consistent boulevard space and opportunities for new streetscape amenities
- Improved transit access, including dedicated space in anticipation for a future G Line BRT route.
- Planned utility upgrades along the entire 2-mile segment

Project Benefits
The reconstruction and redesigned Rice Street will improve safe multimodal access, including the introduction of new bike facilities, to area amenities such as locally owned commercial and employment destinations, social services, and civic institutions. It is also intended to promote economic growth and local investment, create an inviting environment, and support growing multimodal usage.

Rice Street today (top) and concept visual of future roadway typical (bottom)

Regional Significance
Rice Street provides regional connectivity from north metro communities to/from downtown St. Paul. It also hosts a suite of regional destinations, including restaurants and recreation attractions.

Concept visual of future roadway design with surrounding context

Award	Design	Construction
2022	2022-2023	2024-2026

Ramseycounty.us/RiceStreetStudy

CSAH 22 (Lyndale Ave) Reconstruction Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 22 (Lyndale Ave) Reconstruction Project

City(ies)
Minneapolis

Commissioner District(s)
3

Capital Project Number
CP 2052300

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/5/2022

Project Summary

Reconstruct Lyndale Avenue (CSAH 22) from 300 ft north of Lake Street (CSAH 3) to Franklin Avenue (CSAH 5) in the City of Minneapolis.

Roadway History

The existing roadway (last reconstructed in 1934) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a high number of crashes, specifically left-turn and rear-end related. On-street parking is currently permitted on both sides if the roadway throughout all times of day. Sidewalks exist on both sides of the roadway, separated by a boulevard, that provide relatively good accommodations for people walking along Lyndale Avenue (CSAH 22). However, crossing Lyndale Avenue (CSAH 22) is somewhat difficult for people walking, specifically at non-signalized intersections, as the current design typically results in relatively poor yielding rates by people driving. In addition, many of the intersections include pedestrian ramps that do not meet current ADA design standards, with traffic signals lacking Accessible Pedestrian Signals (APS), posing as challenges for people with limited mobility.

Project Description and Benefits

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. The new roadway environment will be determined as part of the design process after extensive public engagement and environmental analysis. However, it is anticipated that specific crossing enhancements for people walking (such as curb extensions, raised medians, and crossing beacons) will be considered as this area experiences high pedestrian activity. In addition, the feasibility of dedicated turn lanes at intersections for people driving will be evaluated in an effort to address known crash patterns. This project is Phase 3 (of 3) of capital improvements along the Lyndale Avenue (CSAH 22) corridor in South Minneapolis (initial phases include Capital Projects 2933800 and 2984200).

Project Risks & Uncertainties

Additional coordination needed between the Lyndale Ave (CSAH 22) reconstruction project, the Franklin Ave (CSAH 5) reconstruction project, and the City of Minneapolis' Franklin Ave reconstruction project.

Project Map

Project Timeline

Scoping:	Q3 2021 - Q2 2022
Design:	Q3 2022 - Q4 2024
R/W Acquisition:	Q1 2025 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2027

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -		Project Level
Construction:	$	10,420,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	11,280,000
Design Services:	$	1,690,000
R/W Acquisition:	$	1,030,000
Other (Utility Burial):	$	-
Construction Services:	$	1,130,000
Contingency:	$	3,130,000
Total Project Budget:	**$**	**18,260,000**

Funding Notes

This project is eligible for funding through the Metropolitan Council's Regional Solicitation per the roadway's designation as an A-Minor Arterial.

7th Street North Improvements

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

Minneapolis
City of Lakes

Project Overview

The City of Minneapolis has identified 7th Street North, between 10th Street North and East Lyndale Avenue North, as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, as well as an opportunity to better plan for Metro Transit's future METRO Blue Line Extension and the METRO D Line, and accommodate the METRO C Line, local and express routes.

The Transportation Action Plan (2020), Complete Street Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the redesign of 7th Street North. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs. Improvements may include the following elements:

- Reduce the number of travel lanes from 4 lanes to 2 lanes
- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible
- Incorporate an improved bicycle facility consistent with All Ages and Abilities (AAA) standards
- Provide space for enhances transit stops compatible with future METRO D Line BRT service
- Replace aging traffic signal and stormwater infrastructure
- Maintain mobility and circulation for motor vehicles

Requested Federal Amount: *$7,000,000*

Total Project Cost: *$8,821,250*

Project Schedule

2022	2023-2026	2027-2028
Award	*Design*	*Implementation*

7th Street North is programmed in the City's Capital Improvement Program for reconstruction in 2027.

Contact

Becca Hughes, *Senior Transportation Planner*
Transportation Planning and Programming - Public Works
City of Mineapolis
612-673-3594
Rebecca.Hughes@minneapolismn.gov

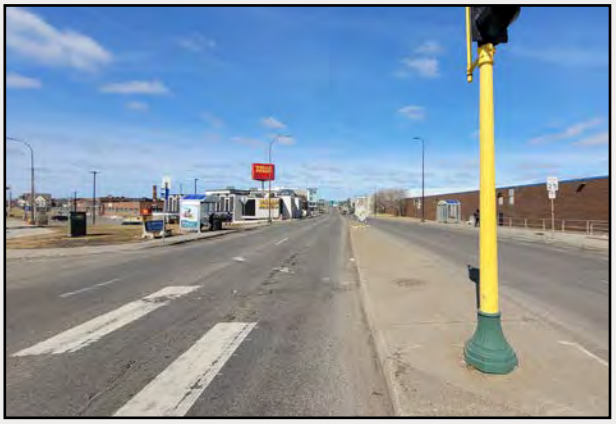
Project Area

Project Location

N

Existing Conditions

7th Street North currently includes sidewalks on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for select segments.



Daily Users

60 - 140 Pedestrians

110 - 160 Bicyclists

8,225 - 10,650 Vehicles

Source: Minneapolis Bicycle & pedestrian Counts and Minneapolis Public Works, Metro Transit and MNDOT

CSAH 152 (Cedar Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 152 (Cedar Ave) Reconstruction Project

City(ies)
Minneapolis

Commisioner District(s)
4

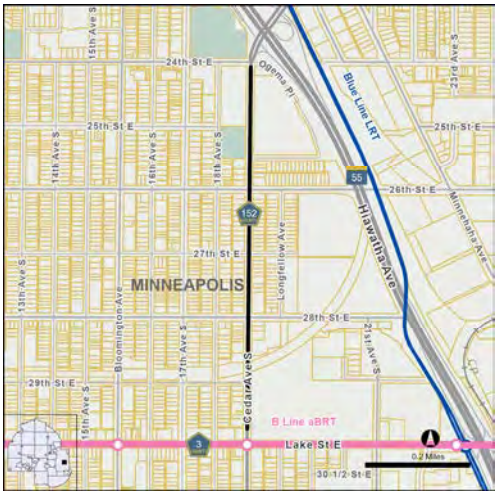
Capital Project Number
CP 2220200

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
3/31/2022

Project Map



Project Summary
Reconstruct Cedar Avenue (CSAH 152) from 150 ft north of Lake Street (CSAH 3) to 24th Street in the City of Minneapolis.

Roadway History
The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway consists of a 2-lane undivided configuration with no turn lanes, and parking. Although sidewalks are provided along both sides of the roadway, they do not provide a positive user experiences and crossing CSAH 152 (Cedar Avenue) also serves as a barrier for people walking and rolling. This roadway provides key first mile/last mile transit connections, key east/west enhanced city bikeways, and important community services.

Project Description and Benefits
The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipate that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experiences for people walking and to manage vehicle speeds. This project provides an opportunity to coordinate with the Minneapolis Park and Recreation Board for nearby park improvements; Metro Transit for a future arterial bus rapid transit (ABRT) line along the corridor; and, the City of Minneapolis as part of their Little Earth Transportation Study and Phillips Traffic Safety Improvements.

Project Risks & Uncertainties
Additional coordination will be needed with Metro Transit, the Minneapolis Park and Recreation Board, and City of Minneapolis for nearby transit, placemaking, and safety improvements.

Project Timeline

Scoping:	Q1 2022 - Q1 2023
Design:	Q2 2023 - Q4 2025
R/W Acquisition:	Q1 2024 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026-Q4 2027

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -		Project Level
Construction:	$	5,320,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	5,760,000
Design Services:	$	860,000
R/W Acquisition:	$	1,010,000
Other (Utility Burial):	$	-
Construction Services:	$	580,000
Contingency:	$	1,730,000
Total Project Budget:	**$**	**9,940,000**

Funding Notes
Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Arterial.

TH 120 (Century Avenue) | Roadway Reconstruction & Modernization

Project Location

TH 120 (Century Ave) between I-694 and CSAH 12 (Old TH 244/Co Rd E) in the cities of White Bear Lake and Mahtomedi.

Funding Request

Federal: $ 7,000,000

Local Match: $ 1,972,428 (22%)

Project Total: $ 8,972,428

Project Goals

- Traffic calming and crash reduction
- Reduce traffic delay through corridor
- Fill gaps in bike/ped network
- Improve safety for non-motorized users
- Make multimodal connections to transit and regional destinations

Project Summary

TH 120 (Century Avenue) currently experiences extended periods of delay and above average crash rates compared to similar roads. Bike/ped facilities in the project area are limited to non-existent, leading to unsafe conditions and discouraging healthy and affordable travel modes like walking, biking, and transit.

The proposed project features a more pedestrian friendly and traffic calming design, with new ADA accessible multiuse trails extending along both sides of Century Ave; the replacement of one limited-control and one signalized intersection with two roundabouts featuring four-way crossings and pedestrian refuge islands; and raised medians and narrowed lane-width between the roundabouts.

Summary of Project Benefits

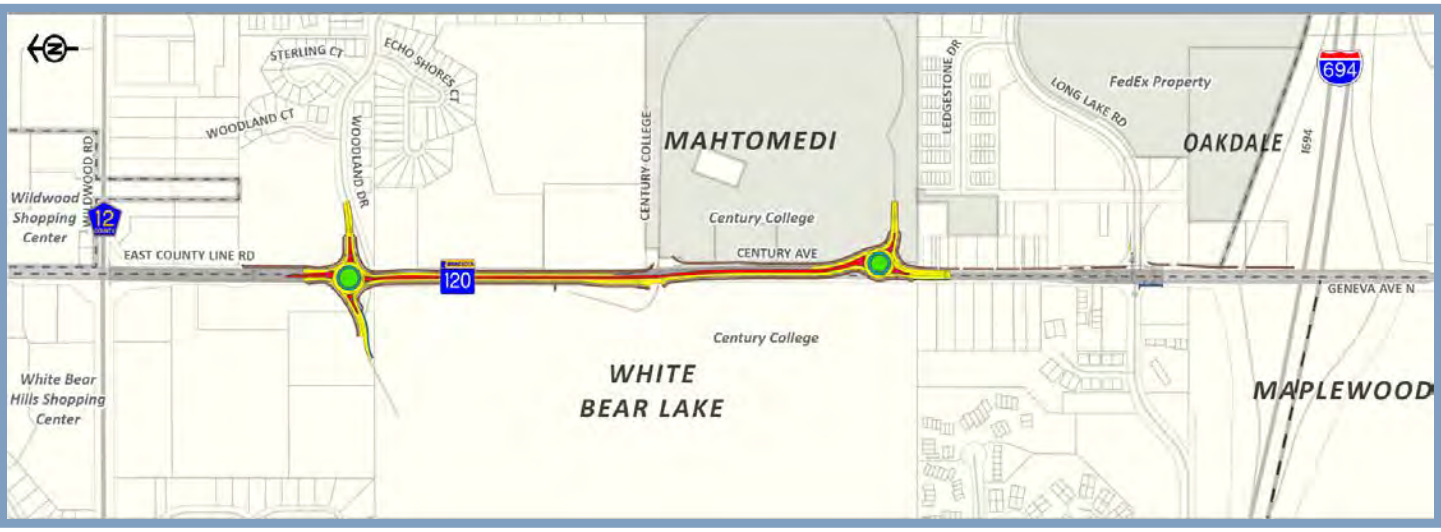
⇒ Calms traffic and reduces delay and conflict points throughout the corridor

⇒ Creates safer environment for non-motorized users to travel along or across Century Avenue

⇒ Completes gaps within the existing bike/ped network

⇒ Improve bike/ped connections to Century College, transit stops, and other community destinations

⇒ Responds to a community-identified need



CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 1 | Project Narrative

Project Name
CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Conversion Project

City
Eagan

Commissioner District
3 - Halverson

County Project Number
26-66 & 26-67

City Project Number
22-220052

Construction Year
2025/2026

Project Location

West Section

East Section

Project Summary

Reconstruction of the CSAH 26 (Lone Oak Road) corridor from TH 13 to CSAH 31 (Pilot Knob) and a four to three lane conversion from CSAH 31 to the TH 35E interchange area in the City of Eagan.

Roadway History

The existing roadway from TH13 to CSAH 31 was last **reconstructed in 1955** and nearing the end of its service life and **does not include continious bike or pedestrian facilities**. The existing roadway east of CSAH 31 was reconstructed in 1992, but is **overbuilt** for the current and future traffic volumes and includes a signal at Eagandale approaching the end of its service life.

Project Benefits

- Preservation and modernization of existing transportation, stormwater and pedestrian and bicycle infrastructure
- Lane reduction to reduce crash risks, crossing distances, speed differential and improved access
- School travel safety including new trails and an enhanced mid-block crossing
- Resolving a Tier 1 RBTN gap with new trail connections to the MN River Greenway Trailhead and school

Funding Request

Requested Federal Dollar:	$4,740,000
Local Match:	$1,200,000
Total Project Cost	**$5,940,000**

Project Summary
TH 101/I-94 Diverging Diamond Interchange Upgrade

Applicant – City of Rogers
Project Location – TH 101 at I-94 in Rogers, Hennepin County
Total Project Cost – $8,475,000 **Requested Federal Dollars** - $6,780,000

Project Description:

The project includes the reconstruction of the TH 101 and I-94 diamond interchange to a diverging diamond interchange. This will provide safer operations along TH 101, a critical non-freeway Principal Arterial with its connection to a major regional facility, I-94, a freeway Principal Arterial.

The interchange reconstruction also includes replacing a 0.4-mile segment of 10-foot trail on the east side of TH 101 with shorter crossing distances at the ramp intersections. As part of this project, the new signals will include countdown timers at the TH 101 ramp intersections for safer crossings. The two-phase traffic signal will operate more efficiently and reduce the overall vehicular delay by accommodating high turning volumes. In addition, all sidewalk replacement, crosswalks, lighting, traffic signal, and curb ramps will be constructed to meet ADA standards.

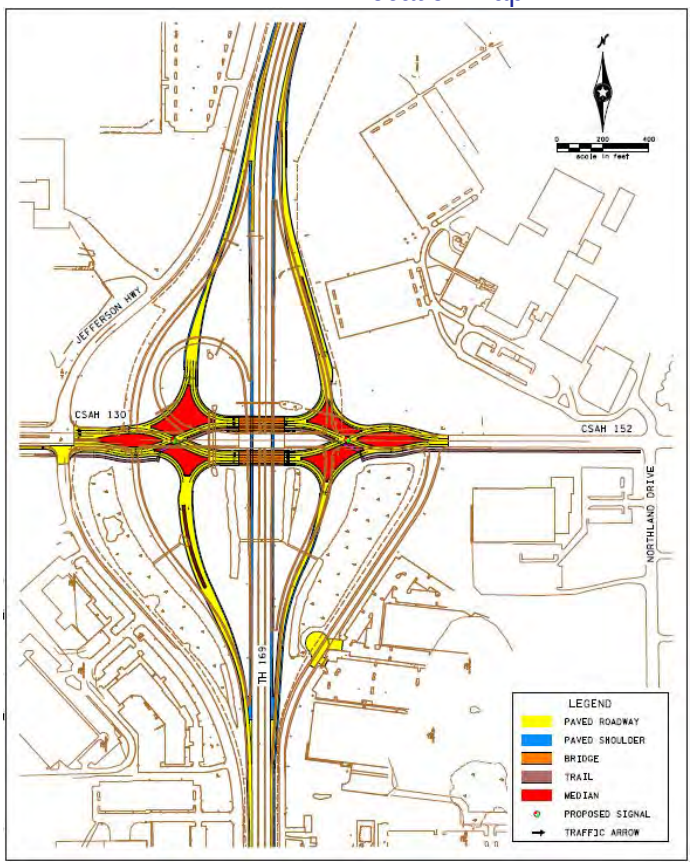
Summary of Benefits:

- Addresses the unsafe weaving issues, congestion, and long queues by providing better lane designation and two lanes of traffic onto the eastbound on-ramp in place of the single on-ramp loop.
- Provides improved roadway geometrics to accommodate the dominant turn moves and reduces the need for lane changes within a short distance.
- Reduces the potential for rear-end and side-swipe crashes due to weaving along TH 101.
- Provides improved north-south travel flow for TH 101 motorists crossing over and connecting to I-94.
- Improves the travel experience for bicyclists and pedestrians that share the TH 101 corridor.

Existing Conditions: TH 101 Southbound motorists experiencing existing roadway grades to reach the eastbound on-ramp to I-94.

2022 Metropolitan Council Regional Solicitation Highway 169 and County Road 130 Interchange Reconstruction - Project Summary

Location Map:



Project Name: Highway 169 and County Road 130 Interchange Reconstruction

Applicant: City of Maple Grove
Contact: John Hagen, PE, PTOE, Transportation Operations Engineer
Email/Phone: jhagen@maplegrovemn.gov
(763) 494-6364

Project Details:

- Total Project Cost = $13,795,000
- Requested Award Amount = $7,000,000
- Construction Dates: Begin by June 2025
- Consistent with local & regional plans
- Preliminary plans completed
- No Right of way acquisition required

Project Description:

The proposed interchange improvements include the reconstruction and widening of the bridge over TH 169 to provide a diverging diamond interchange (DDI) with geometrically realigned ramps. There will be four westbound lanes and three eastbound lanes with the multi-use trail on the CSAH 130 bridge. Existing traffic signals will also be replaced at the TH 169 east and west ramp intersections. The DDI configuration will improve the overall capacity and safety of the interchange.

The interchange project will also include accommodations for bicyclists and pedestrians to provide a safe connection over TH 169 between Maple Grove and Brooklyn Park. A 10-foot multiuse trail will be added on the south side between Northland Drive and Jefferson Highway/Kilmer Lane. The proposed trail will connect the existing trails along CSAH 130 in Maple Grove to Brooklyn Park while closing a RBTN gap. Painted crosswalks and pedestrian signing will provide better visibility to motorists, creating a safe crossing for trail users. Pedestrian signals will be upgraded to countdown timers, and pushbuttons and ramps will meet ADA standards.

Project Benefits:

- Provide a more efficient interchange to accommodate existing and future traffic volumes
- Provide a reliable alternate route to the I-94 freeway facility during congested periods
- Provide a safer multimodal transportation system for all modes
- Enhance pedestrian and bicycle travel by linking the Maple Grove and Brooklyn Park trail systems
- Improve access to employment opportunities in Maple Grove and Brooklyn Park
- Improve access to accommodate freight traffic to and from the Gravel Mining Area

TH 100 and CSAH 158 (Vernon Ave) Interchange

Roadway Modernization

City of Edina
Estimated Project Total: $5.3 Million
Requested Amount: $4.2 Million

Project Name: Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange

Project Location: City of Edina, Hennepin County, MN

Applicant: City of Edina

Funding Category: Roadway Modernization

Project Description:

The project will reconstruct a 0.2-mile section of CSAH 158 from Grange Road to Arcadia Avenue. The existing bridge over TH 100 will be reconfigured and the on- and off-ramps will be reconstructed to create a Diverging Diamond Interchange (DDI). DDIs are similar to standard diamond interchanges with the exception that traffic crosses over at either end of the bridge. This design works extremely well for interchanges with high turning volumes as the left turn movements operate similar to free rights.

Pedestrian access over the bridge will be provided by a wide, barrier-protected median that connects to new sidewalks on either side of the bridge. This project will improve safety and mobility for all users, eliminate redundant access ramps and will not require replacing the existing bridge.

Existing CSAH 158 (Vernon Ave) bridge over TH 100 is a 4-lane divided roadway with sidewalk on the north side.

Existing Conditions:

CSAH 158 (Vernon Avenue) is functionally classified as an A-Minor Arterial Reliever. The CSAH 158 Bridge over TH 100 carries a divided four-lane roadway with a sidewalk on the north side meant to serve pedestrians and cyclists.

Over 22,000 vehicles travel over this bridge daily, which is projected to increase to 24,000 vehicles per day by 2040. The size of the sidewalk and the lack of separation from heavy traffic make this bridge uncomfortable for many pedestrians, creating a significant barrier within the Grandview commercial district. Additionally, the interchange with TH 100 is a complicated and redundant system of six unique access ramps that connect to four different streets within the district.

TH 100 / CSAH 158 (Vernon Ave) Interchange Project Area

Edina, MN

Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Unsafe crossing locations
- Accessibility concerns
- Roadway safety and capacity
- Safety for heavy left-turn volumes onto TH 100
- Redundant access ramps

Project Benefits:

- Rehabilitate deficient roadway pavement and drainage infrastructure
- New separated shared-use paths
- Consolidate access ramps from 6 to 2
- Controlled crossing locations at signalized ramps
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

CEDAR LAKE ROAD and LOUISIANA AVENUE IMPROVEMENTS

- APPLICANT: **City of St. Louis Park**
- ROUTE: **Cedar Lake Road and Louisiana Avenue**
- CITY WHEREPROJECT IS LOCATED: **St. Louis Park**
- COUNTY WHERE PROJECT IS LOCATED: **Hennepin**
- REQUESTED AWARD AMOUNT: **$7,000,000**
- TOTAL PROJECT COST: **$11,985,000**

Project History and Description:

Since 2015, the City of St. Louis Park has been implementing the Connect the Park initiative, a comprehensive Active Transportation Plan aimed at making more livable neighborhoods by providing convenient, safe, equitable, and environment-focused ways for residents to move around the City on a network system of sidewalks, bikeways, and trails. Cedar Lake Road and Louisiana Avenue are the most critical and complicated links remaining in the City's long-term vision.

Both roadways are A-minor arterials, serving the entire northwest quadrant of the City, including at least 600 affordable housing units, as well as combined regional traffic for over 25,000 vehicles daily since they intersect with three major freeways within the metropolitan area. Thus, both roadway corridors are unique in that they provide regional movement of goods and connections to commerce, but also provide local livable communities connecting schools, places of worship, and parks. Both Cedar Lake Road and Louisiana Avenue are in need of modernization to provide equitable opportunities for transportation to underserved populations and replace existing facilities at the end of their useful design life.

The proposed project will include the replacement of aging pavements, new sidewalks, new bikeways, ADA accommodations at intersections and transit stops, new bus pullouts, new LED street lighting, replacement of storm sewer systems and water quality BMPs for reconstructed impervious surfaces, replacement of existing traffic signals, and four signalized Rapid Rectangular Flashing Beacon pedestrian crossings. A roundabout is being evaluated at the intersection of Cedar Lake Road and Louisiana Avenue, and is anticipated to be incorporated into the project scope based on public input during the initial phases of public engagement. Additionally, proven traffic calming strategies, such as raised medians, curb extensions, and streetscaping, will be introduced to improve the crossing experience for pedestrians/bicyclists while managing vehicle speeds.

2026 AND 2027 PROJECT AREAS

#RedoCedarLou

Project Benefits:

- **Anticipated roundabout at Cedar Lake Road/ Louisiana Avenue reduces vehicle emissions and delay**
- **Provides pedestrian facilities along both sides of roadway, minimizing unnecessary roadway crossing, improving pedestrian safety**
- **Provides protected delineated bikeway along both roadways, improving bicycle safety and reducing serious injury accidents**
- **Provide curb bump-outs and median refuges to improve pedestrian safety and reduce vehicle speeds**
- **Addresses substandard lane merges and lane configurations resulting in vehicle crashes**
- **Provides ADA-compliant bus loading areas at all transit stops so riders don't wait in the roadway, improving safety**
- **Provides bus pull-outs to improve corridor efficiency for vehicles and buses**
- **Provides ADA-compliant signals and necessary upgrades that improve pedestrian and vehicle safety**
- **Provides new LED roadway lighting to improve driving conditions and visibility for all modes of transportation at night**

PROJECT SUMMARY

Project Name: Wabasha Street Reconstruction (7th Street to 11th Street)

Applicant: City of Saint Paul

Project Location: Wabasha Street between 7th Street and 11th Street

Total Project Cost: $ 6,672,000

Requested Federal Dollars: $5,337,600

Before Photo: Northbound Wabasha Street south of 11th Street

Project Description:

The Wabasha Street Reconstruction project will replace aging street infrastructure and reallocate space in the corridor to accommodate an off-road two-way bikeway facility between 7th Street and 11th Street, while improving safety for all modes of travel.

The project will include the reconsruction of deteriorating sidewalk with a landscaped boulevard between the sidewalk and bikeway to provide a more comfortable pedestrian space along both sides of the corridor. New traffic signals will be installed at the 11th Street, 10th Street, Exchange Street, and 7th Street (TH 5) intersections. Pedestrian improvements including ADA compliant ramps and sidewalks (free of obstructions), Accessible Pedestrian Signals (APS), high visibility crosswalk markings, curb extensions, and countdown timers.

Project Benefits:

- Implements the Capital City Bikeway and complete a gap in the St. Paul bicycle network
- Improves safety along the corridor for all users and abilities
- Provides improved access to the many downtown St. Paul destinations
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Encourages biking as an alternative mode of transportation for commuting or recreational activity

TH 47 (St. Francis Blvd) Corridor Improvements Project

Applicant, Location, & Route:

City of Anoka in Anoka County, Highway 47 from 0.1 mi south of Xkimo St north to TH 47/Coolidge St NW

Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization**

Funding Information:

Requested Award Amount: $4,951,600
Local Match: $1,305,400
Project Total: $6,527,000

Project Benefits:

- Crash reduction / safety improvements
- New traffic signal and improved side street access
- New bicycle and pedestrian shared use path, with linkage to regional parks, trails, high school and public library
- Marked/designated pedestrian crossings of TH 47 with pedestrian refuge areas
- Easier and safer left turns

Project Description

This project will focus on improving intersection operations and safety, providing a new shared use path for bicyclists and pedestrians, safe left turning movements and driveway access, and a means to accommodate future growth. Project elements consist of a new signalized intersection, side street access restrictions, a new center left turn lane, a new shared use path and marked/designated pedestrian crossings of TH 47.

Project Benefits

TH 47 is a busy (19,000+ ADT) two-lane road, and the project segment has a crash rate three times higher than the statewide average. Long queues are present along the corridor, turning from side streets is difficult, and there is no bicycle and pedestrian access. This project will improve all these factors – reducing crashes, alleviating delays, providing better access from adjacent neighborhoods, and providing new bicycle and pedestrian infrastructure to cross and travel along the highway.

Other Information

This project links directly to a recently completed Anoka County intersection improvement project at Bunker Lake Blvd/TH 47, and the MnDOT-led BNSF rail grade separation project immediately south of the project area which is scheduled for 2025 construction.

35th Street and 36th Street Reconstruction

Nicollet Ave to Park Ave

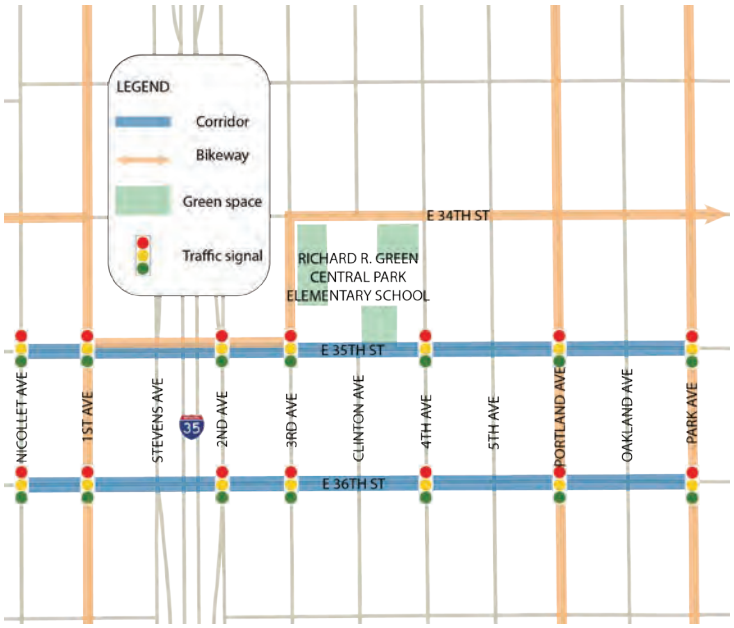
Minneapolis
City of Lakes

Project Background

The proposed project will reconstruct E 35th and 36th Streets from Nicollet to Park Avenues. This segment of E 35th and 36th Streets provides important network connections for people walking, biking, and driving and has a land use primarily residential with some commercial at the nodes of Nicollet Avenue. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users. These corridors are also identified in the Minneapolis Vision Zero Program as High-Injury Streets.

Public Works is conducting preliminary planning work in 2022 in order to submit an application for federal transportation funding through the Metropolitan Council's Regional Solicitation.

Project Area



E 35th St

Project Scope

The Transportation Action Plan (2020), Complete Streets Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the designs of E 35th St and E 36th St. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs.

- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible.
- Incorporate an improved bicycle facility, E 35th St from 3rd Ave S to 1st Ave S, consistent with AAA standards
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

Existing Conditions

Average Number of Daily Users

220 - 240 pedestrians

360 - 400 bicyclists

14,800 - 15,600 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and parking lanes on either side of the street. Land use adjacent to the corridor is primarily residential with commercial nodes at Nicollet Avenue. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

	Reported Crashes	% Crashes with Injuries
	15	100
	8	100
	257	23

Reported crashes by travel mode on E 35th St between Nicollet Ave and Park Ave.

	Reported Crashes	% Crashes with Injuries
	15	93
	3	100
	415	29

Reported crashes by travel mode on E 36th St between Nicollet Ave and Park Ave.

Source: MnDOT MnCMAT (2012 - 2021)

Project Costs: $27,218,820

Contact:

Kristian Zimmerman // Associate Transportation Planner // Minneapolis Public Works, 612-673-5011 // kristian.zimmerman@minneapolismn.gov

PROJECT SUMMARY

Project Name: Minnehaha Avenue Street (Payne Avenue to E 7th Street)

Applicant: City of Saint Paul

Project Location: Minnehaha Avenue between Payne Avenue and E 7th Street (TH 5)

Total Project Cost: $ 6,530,800

Requested Federal Dollars: $5,224,640

Before Photo:

Project Description:

The Minnehaha Avenue Reconstruction project will modify the existing four-lane undivided roadway to three lanes with on-road dedicated bike lanes and reconstructed sidewalk between Payne Avenue and E 7th Street (TH 5). Other improvements include:

- On-street dedicated bicycle lanes on each side of the roadway.
- Reconstructed sidewalks with a landscaped boulevard to separate pedestrian and vehicular traffic
- New Accessible Pedestrian Signals (APS), ADA compliant ramps, high visibility crosswalk markings and countdown timers at the Payne Avenue and Arcade Street (US 61) intersections.
- Curb bump outs and pedestrian ramps at the unsignalized intersections at Stroh Drive, Hope Street and Weide Street.

Project Benefits:

- Provides a safer route for students who walk or bike to/from school.
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping.
- Improves connections to transit routes along Minnehaha Avenue, Payne Avenue, and 7th Street (TH 5).
- Provides better mobility and access while calming traffic for all road users with lane reductions and intersection bump outs.

Project Summary

Project Name – Marystown Road Corridor **Applicant –** City of Shakopee
Total Project Cost – $ 4,653,965 **Requested Federal Dollars** - $3,723,172
Project Location – Municipal State-Aid Street System Road Marystown Road/Adams Street from Vierling Drive to Lusitano Street in the City of Shakopee, Scott County

Project Description –Marystown Road/Adams Street is a four-lane A-minor expander. The project reconstructs approximately 0.7 miles of roadway, replaces three existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks that fill a regional system gap.

Traffic volumes will continue to rise as planned commercial and residential developments are constructed in the area. Current development includes over 1,600 housing units, and 1.1 million square feet of retail business, which is expected to bring in over 2,750 jobs into the area. Previous studies have indicated that increasing traffic volumes will cause worsening operations and level of service at intersections will fail by year 2025.

Safety concerns along the corridor are on the rise. Marystown Road is a high-speed corridor (45/55 mph) and crashes have doubled and become more severe in the latest three-year analysis period. There were 13 crashes along the corridor from 2016-2018, and 26 crashes between 2019-2021, including a serious injury crash.

Project Benefits – The Marystown Road Reconstruction project will provide the following benefits:

- The installation of roundabouts immediately improves intersection operations to level of service A, and accommodates max build out traffic volumes as the areas continues to grow
- Repurposing the TH 169 bridge to provide multiuse trail on both sides, thus connecting a gap in the trail system and enhancing safety and mobility for all users. The path connects to a Regional Bike Transportation Network (RBTN) Tier 2 alignment at 130th Street.
- Adds significantly more lighting on pedestrian network and at intersections
- Roundabouts will address severe and high-speed crashes
- Reduces posted speed limits and creates curb and gutter to delineate lanes and roadway for better vehicle guidance in inclement weather
- Provides for ADA compliant infrastructure throughout corridor
- Numerous access improvements to address current illegal maneuvers

TH 5 Reconstruction
CITY OF WACONIA

Project Name: TH 5 Reconstruction
Applicant: City of Waconia
Primary Contact:
Craig Eldred
Public Services Director
310 10th Street East,
Waconia, MN 55381
celdred@waconia.org
952-442-4265

Location & Route:
TH 5 from Olive St. to Main St.

Application Category:
Roadway Reconstruction/Modernization

Funding Information:
Requested Award Amount: $7,000,000
Local Match: $4,275,900
Total Project Cost: $11,275,900

Additional Funding Sources:
- City of Waconia Local Funds

Project Area Fast Facts:
- 6113 jobs
- 5 schools serving 1450 students
- 10.2% of residents already walk, roll, or bike to work
- 397 units of publicly subsidized or naturally occurring affordable housing for over 1,000 residents

2022 *Award* → 2022-2025 *Design* → 2026-27 *Construction*

DEPARTMENT OF TRANSPORTATION

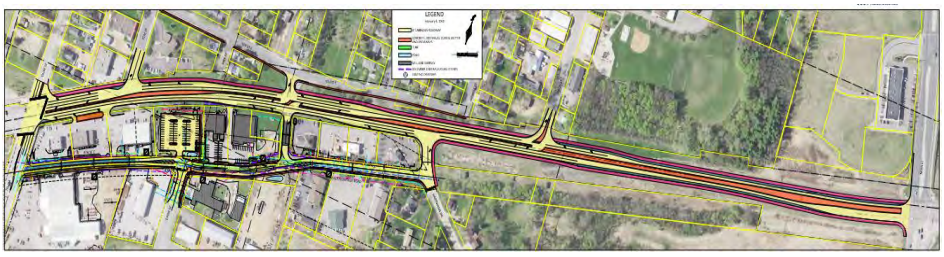
CARVER COUNTY

Project Description
The City of Waconia is seeking funds to fully reconstruct highway 5, a project that represents several decades of community effort to improve and modernize the roadway for all users. TH 5 is an A Minor Arterial, which the City will reconstruct from Olive to Main Streets. Phase 2 will finish a reconstruction effort that was first started in 2015 with the completion of Phase 1, which modernized a segment of TH 5 directly west of project limits.

This final phase of the trunk highway project will address decades of studies recognizing Highway 5 as one of the highest crash rate corridors in Carver County (Carver County 2040 Comprehensive Plan). The project will address both safety and mobility issues by adding dedicated turn lanes, eliminating conflict points along the corridor, and reducing the severity of crashes through significant access management planning and the completion of a multiuse trail for pedestrians and cyclists. The project will bring TH 5 closer into compliance with numerous MnDOT standards as the corridor is converted from a rural to an urban section.

Benefits to the Community
Enhancements to the roadway are designed to provide safer conditions and reduce travel times through access management, eliminating left-hand turning movements onto the roadway, incorporating a median, reducing lane widths. As demonstrated in Phase 1, these improvements are expected to reduce speeds while maintaining roadway capacity. This will add to the reliability of the TH 5 corridor for those who travel it daily for work and school.

The project will significantly advance transportation goals by incorporating a multiuse trail the entire length of the Highway 5 project from Olive to Main Streets. This is a critical connection that will link Waconia Public Schools, Ridgeview's regional Health Center, and historic Downtown Waconia to Lake Waconia Regional Park and quickly developing neighborhoods in the southeast area of the city.



https://www.waconia.org/151/Public-Services

Dakota COUNTY

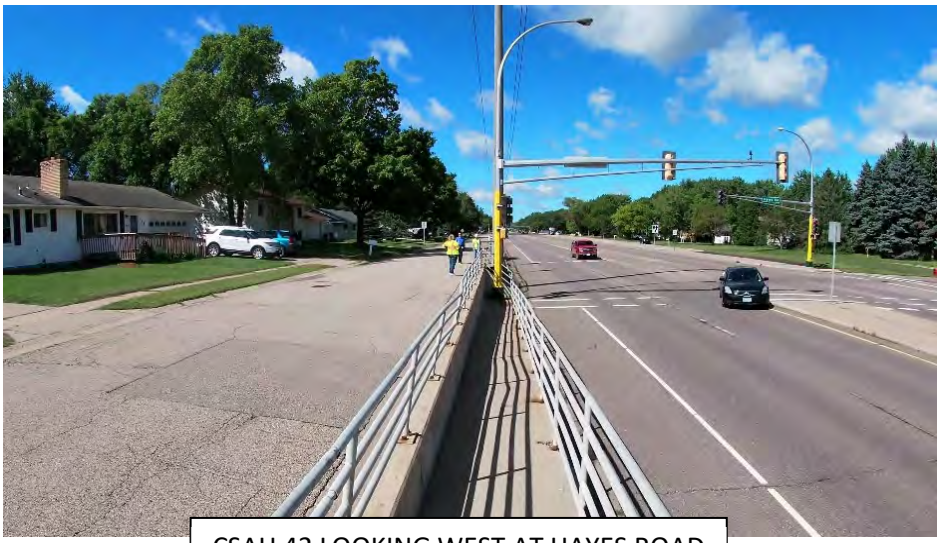
April 2022

Summary – Regional Solicitation Funding Application for
CSAH 42 Roadway Modernization from Redwood Drive to 147th Street

The main elements of the proposed project include: (1) removal of the signal at Elm Dr concurrent with construction of a trail underpass nearby in Redwood Park to resolve ped/bike crossing barrier issues; (2) intersection improvements at Garden View Dr and Hayes Rd, including signal replacements; (3) partial reconstruction of CSAH 42, including new pavement and reconstruction along frontage road segments to fill trail gaps and improve the buffer for residents; and (4) median and roadway reconstruction with various design elements to address aging infrastructure, manage access, and best serve pedestrians, bicyclists, transit riders, and motorists. The intersections at both Elm Dr and 147th St will be reconstructed as non-signalized 3/4-access intersections, allowing left turns only exiting from CSAH 42 (signal to be removed at Elm Dr and full-access stop-controlled intersection at 147th St to be reconstructed to reduce conflicts and ensure no future signalization).

Background and Primary Need for the Proposed Project. The project segment is a principal arterial which exhibits poor average speed performance at 31,000 vehicles per day currently. With a 2040 forecast of 38,000 vehicles per day, design changes must be considered to provide for reasonable traffic operations and safety for all users. The segment also includes three traffic signals installed 33-34 years ago and thus at the end of their useful service lives. CSAH 42 in the area serves residential, park, community, and local business uses; but it has poor pavement quality and outdated accommodations for pedestrians, bicyclists, and transit riders. The time has come to implement long-needed improvements to serve all modes, while managing CSAH 42 to remain at four through lanes.

Project Setting and Context. The elements of the project will address a historic lack of investment in this mostly residential segment of CSAH 42, which includes Regional Environmental Justice Areas. The benefits will be integral with the many improved functions along this roadway segment. The combination of the access-management elements and other updated traffic controls will improve safety and mobility along CSAH 42 for all users. The enhanced management of access and turns will also ensure that CSAH 42 will continue to operate acceptably with four through lanes and thus eliminate any foreseeable need for roadway expansion. The concurrent trail underpass at the Redwood Park/Pool and Community Center site will address long-established concerns about safe crossings for pedestrians and bicyclists, particularly for the area's youth. It will also link parkland both north and south of CSAH 42. Other design elements will improve safety and livability for nearby residents by better managing functions along the frontage roads and by improving the use of limited space.



CSAH 42 LOOKING WEST AT HAYES ROAD

Old Highway 8 Bridge No. 4553 (CSAH 77)
Bridge Replacement

Applicant:	Ramsey County
Project Location:	Old Highway 8 Bridge over MN Commercial Railroad
Total Project Cost:	$2,421,706
Requested Federal Dollars:	$1,937,365
Local Match Dollars:	$484,341

Project Description:
Replacement of Old Highway 8 Bridge (No. 4553) over the Minnesota Commercial Railroad in the City of New Brighton. The project design will include two 11 foot thru lanes, an 11 foot center two-way left turn lane, two 10 foot ADA compliant sidewalks and two 7 foot bike lanes.

Project Benefits:
The project will replace the currently Structurally Deficient Old Highway 8 Bridge that currently has two 4 ½ foot ADA non-compliant sidewalks and no shoulder or bike facilities. . The existing National Bridge Inventory (NBI) rating is 4 and the Bridge Sufficiency Rating is 47.0. Due to these conditions, the bridge is currently load restricted to 26 tons for single axel vehicles and 40 tons for double axel vehicles and semi-trucks. This load restriction also applies to Metro Transit buses.

Detail of Beam Deterioration

Multimodal Planning
1425 Paul Kirkwold Drive
Arden Hills, MN 55112
651-266-2760
www.ramseycounty.us

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name
CSAH 10 (Bass Lake Rd) Bridge Replacement Project

City(ies)
Brooklyn Center Crystal

Commissioner District(s)
1

Capital Project Number
2200800

Project Category
Bridge

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/5/2022

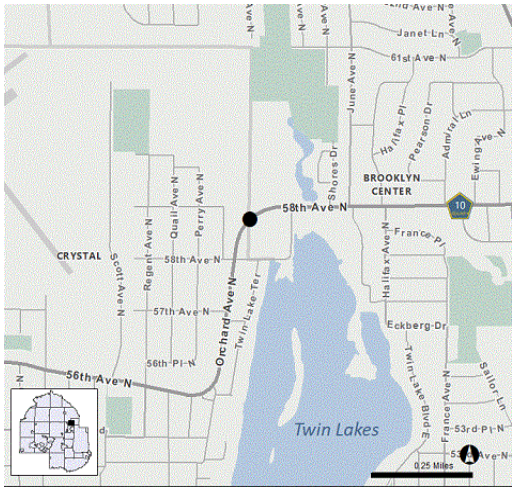
Project Summary
Replace Bridge #91131 over Twin Lakes in the cities of Brooklyn Center and Crystal.

Roadway History
The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lakes Inlet. The culvert is in relatively poor condition as the box sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

Project Description and Benefits
This project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in kind. Additionally, this project will include improvements, such as a bus pad for the Route 721 bus stop, as well as approximately 25 ft of sidewalk realignment and ADA improvements.

Project Risks & Uncertainties
Coordination of bridge design and construction detours will take place among Hennepin County and the cities of Brooklyn Center and Crystal.

Project Map



Project Timeline

Scoping:	Q1 2022 - Q4 - 2023
Design:	Q1 2024 - Q4 2025
R/W Acquisition:	Q1 2025 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2026

Project Delivery Responsibilities

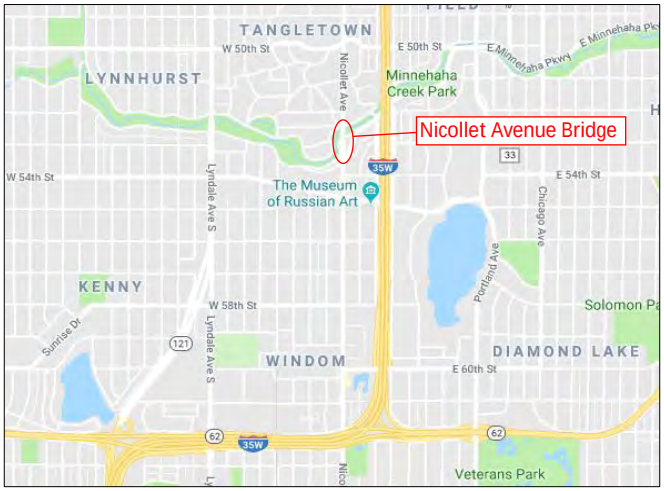
Preliminary Design:	Consultant
Final Design:	Hennepin County
Construction Services:	Hennepin County

Project Budget -		Project Level
Construction:	$	1,000,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	1,080,000
Design Services:	$	90,000
R/W Acquisition:	$	140,000
Other (Utility Burial):	$	-
Construction Services:	$	-
Contingency:	$	300,000
Total Project Budget:	**$**	**1,610,000**

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

Nicollet Avenue South over Minnehaha Creek - Bridge Rehabilitation
Applicant: City of Minneapolis

Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = $7,000,000
Project Cost = $21,500,000

Route: MSAS 430
Location: Minneapolis, MN

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. The bridge was built in 1923, repaired in 1973, has a planning index of 47 and is structurally deficient. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

The bridge was last inspected by the City of Minneapolis on July 7, 2021. Cracks, concrete spalls, deteriorated concrete, and exposed/rusted reinforcement were found on the underside of the deck, spandrel columns, cap beams, and pier walls. The concrete deck is in poor condition which is reflected in its NBI rating of 4. The 2021 report states, “SB lane has a spall that is 2'x5'x2" deep”. The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, “Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2nd reinforcement mat”. The funds from the Met Council regional solicitation will go toward repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow this bridge to continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue South over Minnehaha Creek and Parkway in a beautiful park setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the planning index and functional capacity of the bridge for increased roadway, bicycle, and pedestrian usage. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and all parkway/trail/creek users.

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 1 (Pioneer Trl) Bridge Replacement Project

City(ies)
Eden Prairie

Commisioner District(s)
5

Capital Project Number
CP 2181200

Project Category
Bridge Replacement

Scoping Manager
James Weatherly

Scoping Form Revision Dates
4/13/2022

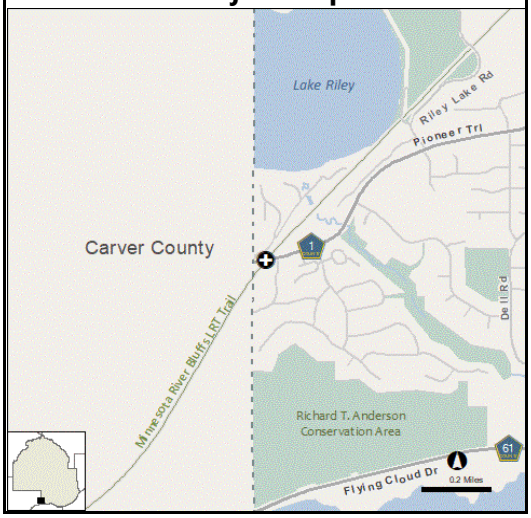
Project Summary
Replace Bridge #27542 along Pioneer Trail (CSAH 1) over the Minnesota River Bluffs LRT Regional Trail in the City of Eden Prairie.

Roadway History
The existing bridge (built in 1975) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that are aging, but are in relatively fair condition. The bearings supporting the superstructure are in very poor condition and restrict thermal movement. Becuase the bridge cannot expand and contract, the deck and beams have experienced accelereated wear and deterioration. This condition has reduced the service life of the structure. The local planning index (LPI) for this bridge is 58.

Project Description and Benefits
This project will provide a full replacement of the existing bridge. The current width is approximately 48' wide and provides one vehicle travel lane in each direction, along with a painted median and an approximately 8' wide shoulder on each side. The configuration of the new bridge will provide a dedicated space for multimodal users along the corridor as people walking and biking along the Minnesota River Bluffs LRT Regional Trail are expected to utilize this bridge as it is located near a trail entrance. It is anticipated that the new bridge will be designed to provide a 75-year (or greater) service life.

Project Risks & Uncertainities
Coordination of bridge design and construction detours will take place among the City of Eden Prairie, Carver County, and Three Rivers Park District.

Project Map



Project Timeline

Scoping:	Q1 2022 - Q4 2023
Design:	Q1 2024 - Q4 2025
R/W Acquisition:	Q1 2025 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level	
Construction:	$	4,580,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	4,960,000
Design Services:	$	740,000
R/W Acquisition:	$	110,000
Other (Utility Burial):	$	-
Construction Services:	$	500,000
Contingency:	$	1,490,000
Total Project Budget:	**$**	**7,800,000**

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge's current condition and the roadway's functional classification (A-Minor Arterial - Reliever).

CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

City(ies)
Eden Prairie

Commissioner District(s)
6

Capital Project Number
CP 2181300

Project Category
Bridge Replacement

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/6/2022

Project Summary

Replace Bridge #27502 over the Twin Cities and Western (TC&W) Railroad in the City of Eden Prairie.

Roadway History

The existing bridge (built in 1960) is classified as functionally obsolete based on its geometric constraints. The bridge superstructure consists of steel and timber beams that are in relatively fair condition. However, the bridge recently required the installation of additional beams to avoid introducing weight restrictions. The timber piers are experiencing deterioration, which is typical for a structure of this age, and will continue to degrade without continued maintenance or replacement.

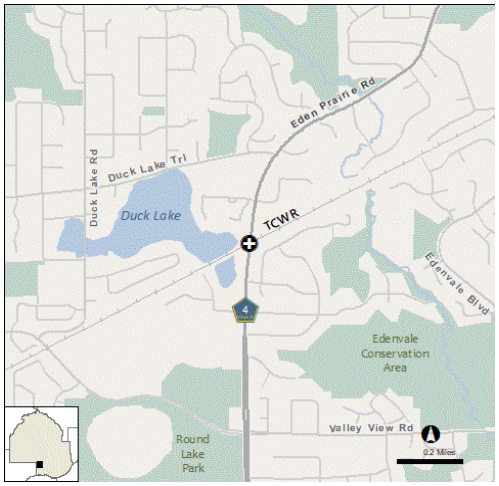
Project Description and Benefits

This project is anticipated to remove the existing bike/ped bridge parallel to Bridge #27502 and include multimodal facilities as part of the new bridge structure. Additional improvements along CSAH 4 (Eden Prairie Rd) between Hillcrest Ln and Baywood Ln may include the addition of a multiuse trail along the east side of the corridor and resurfacing of the existing trail along the west side of the corridor to provide logical connections for the existing trails. Furthermore, the proposed project is anticipated to include striping changes to incorporate dedicated left-turn lanes at the Hillcrest Ln and Baywood Ln intersections that improve user mobility and safety when compared to the existing bypass lanes.

Project Risks & Uncertainties

Coordination between Hennepin County, the City of Eden Prairie and TC&W Rail will need to take place as part of this project. Additionally, coordination efforts will include minimizing impacts to the traveling public, especially detours for multimodal users.

Project Map



Project Timeline

Scoping:	Q1 2022 - Q4 2024
Design:	Q1 2025 - Q4 2026
R/W Acquisition:	Q1 2026 - Q4 2026
Bid Advertisement:	Q1 2027
Construction:	Q2 2027 - Q4 2027

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level	
Construction:	$	5,340,000
Cost Estimate Year:		2022
Construction Year:		2027
Annual Inflation Rate:		2.0%
Inflated Construction:	$	5,900,000
Design Services:	$	890,000
R/W Acquisition:	$	110,000
Other (Utility Burial):	$	-
Construction Services:	$	590,000
Contingency:	$	1,770,000
Total Project Budget:	**$**	**9,260,000**

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

Route 3 Transit Service Expansion Summary

Route 3 is a Core Local route with major trip generators including downtown Minneapolis, the University of Minnesota, Como Park, and downtown Saint Paul. Route 3 operates along Washington Avenue through downtown Minneapolis before traveling through the University of Minnesota. Route 3 then operates along 15th Avenue SE to Como Avenue and through the Como and St. Anthony Park neighborhoods before splitting into two branches at Snelling Avenue. The current Route 3A branch travels to downtown Saint Paul via Como Avenue, Maryland Ave, and Rice Street. The Route 3B branch travels to downtown Saint Paul via Energy Park Drive, Front Avenue, and Rice Street.

The new Route 3A branch will no longer serve downtown Saint Paul along Rice Street. The Route 3A branch will be extended east at Rice Street to operate along Maryland Avenue, White Bear Avenue, 3rd Street and Ruth Street to the new terminus at Sun Ray Transit Center. Transfer connections to six existing bus routes and the future METRO Gold Line can be made at Sun Ray Transit Center. This new alignment will provide direct transit service between the North End and East Side neighborhoods of Saint Paul, Como Park, the University of Minnesota, and downtown Minneapolis. Riders currently traveling on the Route 3A branch to downtown Saint Paul will need to transfer at Rice Street for a timed connection with Route 62. Route 62 frequency will be upgraded along Rice Street to accommodate this new transfer; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget.

Both Route 3A and 3B branches east of Snelling Avenue provide 30-minute frequency on weekdays and Saturday. These two branches merge west of Snelling Avenue to provide a combined frequency at least every 15 minutes, meeting High Frequency Network standards between Snelling Avenue and downtown Minneapolis. Both branches provide 60-minute frequency on Sunday with a combined frequency every 30 minutes west of Snelling Avenue.

The new extension of Route 3A branch service will provide 30-minute frequency on all days. Additional trips will increase frequency during peak travel demand on weekdays. The Route 3B branch will continue to operate between downtown Minneapolis, along Front Avenue and serve downtown Saint Paul. Frequency along the Route 3B branch will also be improved to every 30 minutes on Sunday; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget. This extension of the Route 3A branch will increase access from the East Side and North End neighborhoods of Saint Paul to additional employment and educational opportunities. The connection with the future METRO Gold Line at Sun Ray Transit Center will also improve access to the eastern suburbs of Saint Paul.

- Total Project Cost: $8,400,014
- Federal Amount: $6,720,011
- Local Match Amount: $1,680,003
- Local Match Percentage: 20.0%

METRO Gold Line I-494 Park & Ride

Project Location

The I-494 Park & Ride structure will be located adjacent to I-494 in Woodbury at the intersection of Woodlane Drive and Guider Drive at the I-494 Park & Ride Station of the METRO Gold Line

Funding Request

- Federal: **$ 7,000,000**
- Local Match: **$ 14,679,457**
- Project Total: **$ 21,679,457**

Project Goals

- Creation of a safe, comfortable, and active station environment
- Encourage ridership and remove barriers to transit
- Optimizing adjacent land uses

Project Summary

The METRO Gold Line is expected to begin service in 2025 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride was born out of the station area planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The structure will have 3 levels with approximately 512 parking stalls. The structure is designed with a space for drop-off riders. This project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the METRO Gold Line BRT project. The BRT will operate in mixed traffic on Guider Drive from the Woodbury Theater Station to the I-494 Park & Ride Station.

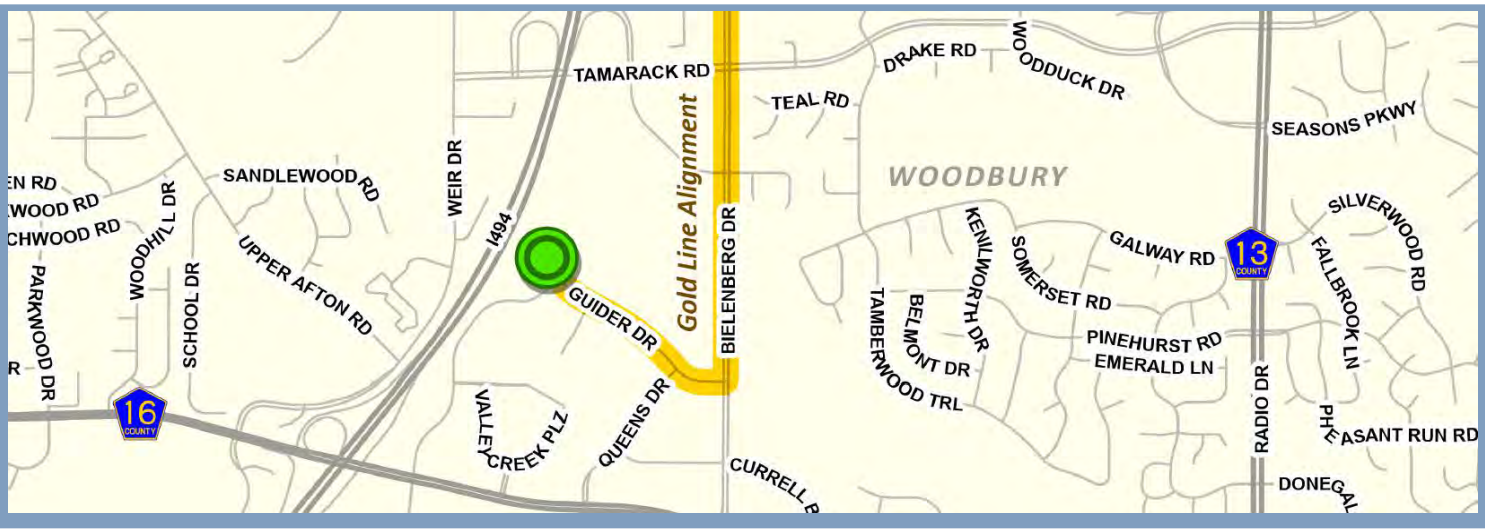
Summary of Benefits

⇒ Leverage the significant federal and local investments in the area

⇒ The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas, a county service center, and future transit-oriented development

⇒ Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters

⇒ Optimizing adjacent land use development opportunities



Transit Expansion
Shakopee to Brooklyn Center
Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

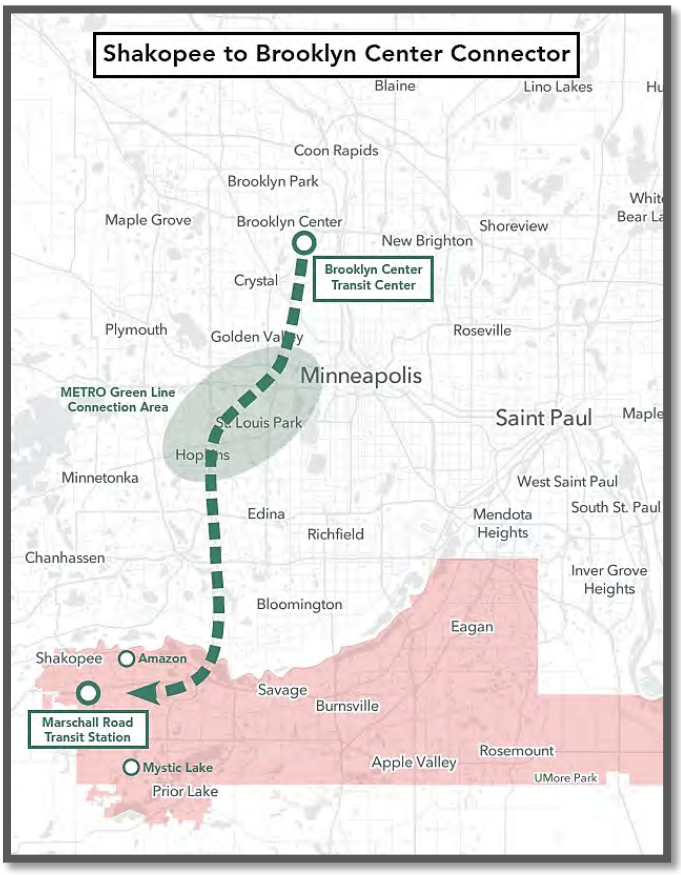
Route Concept: Shakopee to Brooklyn Center

In 2020, the Minnesota Department of Administration State Demographic Center released population estimates[1] showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019.

As home to several large employers, including Fortune 500 companies, as highlighted on the Scott County Community Development Agency (CDA) Major Employers page[2], building reliable public transportation connections to and from this region would prove beneficial for local and neighboring communities alike.

Some of the notable businesses in this county include SMSC Gaming Enterprise, Amazon, Valley Fair Amusement Park, Cyberpower Systems, Inc. Canterbury Park, Mayo Clinic Health System, Shutterfly, and more.

MVTA has developed a concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these and other employers in Scott County.



Public transportation fulfills a particular travel need, particularly when tied to employment opportunities and operated with strategic and meaningful connections in mind.

TOTAL PROJECT COST $5,372,391
Requested Federal Funds **$4,297,912**
Local Match Funds **$1,074,478**

[1] https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/
[2] Scott County Major Employers - Scott County CDA (scottcda.org)

Transit Expansion
Express to Rice and University
Minnesota Valley Transit Authority

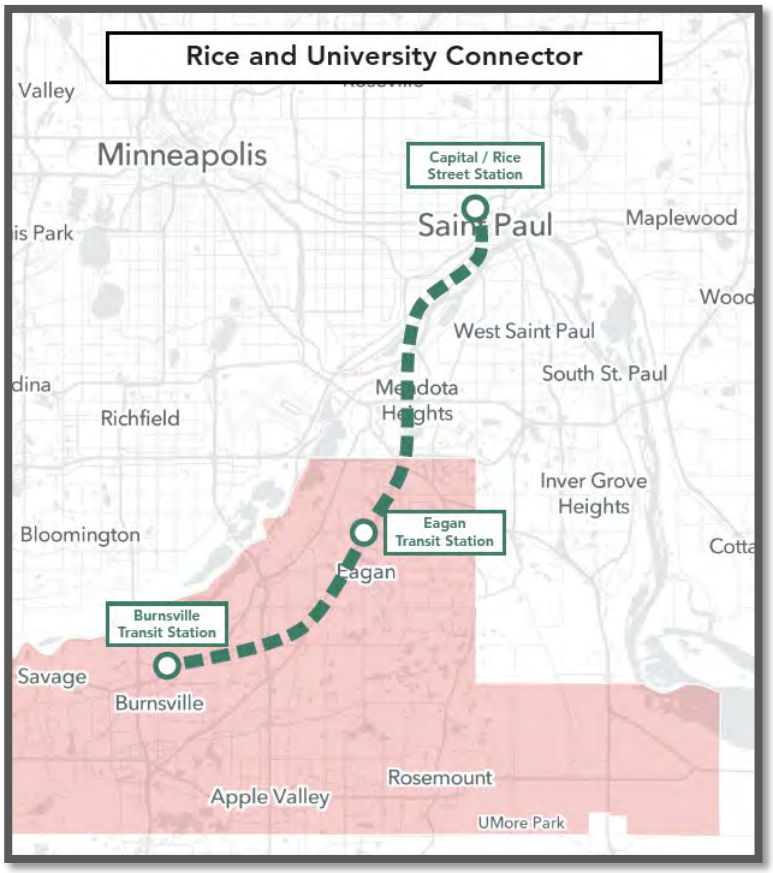
Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

Route Concept: Express to Rice and University

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. MVTA has found great value in service that reaches beyond the borders of its two counties, the University of Minnesota and service to Mall of America being two prominent examples, and has now developed a concept to launch all day express service to the intersection of Rice Street and University Avenue in Saint Paul.



The proposed route would improve connections to areas surrounding Rice and University, including the Minnesota State Capitol, the Minnesota Historical Society, Bethesda Hospital, and various museums, memorials, and local restaurants. It also provides additional midday connections to downtown Saint Paul, reaching even more universities and small businesses.

MVTA is committed to providing safe, accessible, and reliable service to our communities and beyond. Along with this commitment comes a responsibility to build progressive partnerships and develop initiatives that effectively serve the public through increased accessibility and meaningful connections.

TOTAL PROJECT COST $3,515,975
Requested Federal Funds **$2,812,780**
Local Match Funds **$703,195**

Project Summary

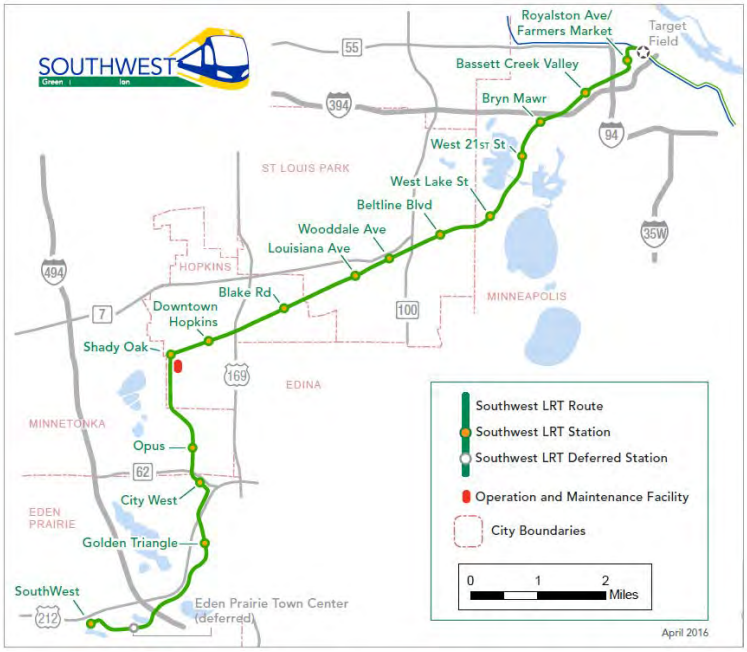
Project Name: METRO Green Line LRT Extension

Applicant: Metro Transit

Project Locations: Minneapolis, Eden Prairie, Minnetonka, Hopkins, St. Louis Park

Total Project Cost: $132,971,399.39

Requested Federal Dollars: $7,000,000



Project Description: The proposed METRO Green Line Extension (Southwest LRT) project is an approximately 14.5-mile planned extension of the METRO Green Line (Central Corridor LRT) which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured local bus routes connecting stations to nearby residential, commercial, and educational destinations.

Passengers will be able to connect to the greater METRO system, including the METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Bus Rapid Transit systems and intercity passenger rail line at one or more of the five downtown Minneapolis stations.

Project Benefits: The expansion of the METRO Green Line LRT presents an opportunity to improve multimodal access to key destinations such as jobs, educational institutions, healthcare, affordable housing, and more. The project traverses the major workplaces of low-wage workers who live along the line and is very close to major residence areas of people who work in low-wage jobs along the line. Nearly 36,000 low-wage jobs exist within one-half mile of the planned Southwest LRT station, and nearly 7,400 low-wage workers live in these areas.

The proposed project will provide the following benefits:

- provide access to multiple modal options and new transportation services
- provide and improve access to key destinations
- improve travel times
- improve gap closures
- provide pedestrian and bicycle connections and safety improvements
- reduce vehicle dependency for daily commutes
- drive up investments and developments that will benefit low-income residents

SW Prime North Expansion Service Project Summary

This SW Prime North service expansion project is requesting funds for an additional 12 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service between the existing SW Prime Service area and the communities of Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park, and select business/industrial areas of Plymouth. The service that will be similar to the current SW Prime service that will allow riders, both departing or entering SouthWest Transit's service area, to be able to book on demand rides as needed without reservations, as well as, scheduled rides where the rider selects the time frame in advance they want to be picked up for their rides. The scheduled ride portion of the service will offer same-day scheduling only. SouthWest Transit will seek to partner with other transit agencies within the proposed service area (Metro Transit, and Plymouth Metrolink) so that the service may be utilized by as many riders as possible.

Highlights of the proposed service:

- The service is an expansion of the highly successful SW Prime microtransit service which offers on demand rides to and from anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria.
- The service is proposing 12 passenger/lift-equipped transit vehicles, with electric vehicles being the preference. In the event electric vehicles don't meet the needs, the alternative would be gasoline vehicles
- The service plan calls for 10 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 5:30am – 7:00pm and Saturday 6:00am to 5:30pm).
- The service as proposed will only service rides that originate or terminate within the SW Prime zone, but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- The service will stop anywhere within the proposed service zones.
- The proposed service zones will act as SW Prime operates today, where riders book rides only at the time a ride is needed. Riders can also schedule same-day rides as needed
- Expected average arrival time per ride: 20 minutes; Expected average trip duration: 20 minutes.
- Fares for the service will be similar to SW Prime fares. The intent of the service is to eventually have it integrated with the regional fare system so that all fare media will be accepted on the service.
- Riders will be able to transfer to and from other transit services as part of the service.
- The proposed service areas provide access to over 300,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks (coming soon), and in person at SouthWest Transit Customer Service.
- The service will ensure vehicle availability for persons with mobility needs and for persons looking to transport bikes.

Project Budget

- 12 transit vehicles: $1,800,000
- Operating Costs: $4,972,500
- Software and Administrative Costs: $227,500
- **Project Total: $7,000,000**

Project Summary

Project Name: 5th Street Transit Center

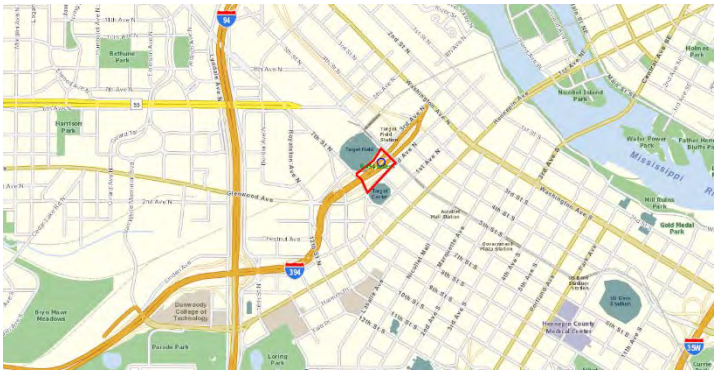
Applicant: City of Minneapolis

Project Location: 516 2nd Ave N, Minneapolis, MN 55403

Total Project Cost: $1,989,439

Requested Federal Dollars: $2,486,799

Project Map:



Project Description: The proposed project will modernize Ramp B, transforming it into a regional Mobility Hub thereby improving the ability for customers to access transit via an integrated suite of mobility services provided at defined locations around existing and new transit stations, allowing transit riders to seamlessly access other modes of transportation once they arrive at the transit center. The ramp was first put into service more than 30 years ago and most components have an outdated look, while buildings around the ramps are being updated and renovated. The existing transit area at Ramp B is a critical Metro Transit bus layover area. It is a busy transfer station that conveniently links to the downtown skyway system. Current conditions undermine the safety and convenience for all individuals, particularly for low-income populations, communities of color, children, people with disabilities, and the elderly.

Project Benefits: The enhancement of Ramp B presents an opportunity to modernize a key access point to the Twin Cities regional transit system. The proposed project will provide the following benefits:

Interior

- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

Exterior

- Improved wayfinding for pedestrians and events
- Allocate spaces for public art
- Create highly visible demarcation landmarks
- Add linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raise pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Prominent vestibules for rider visibility and safety
- Durable exterior seating

Project Name: Blue Line Lake St/Midtown Station Renovation
Applicant: Metro Transit
Requested Award Amount: $7,000,000
Total Project Cost: $8,750,000

Located in Minneapolis, Blue Line Lake St/Midtown Station opened in 2004 with the METRO Blue Line and features an elevated platform spanning over Lake Street, parallel to Highway 55/Hiawatha Avenue. The project scope is to renovate the station's two aging vertical circulation towers and the platform shelters to improve accessibility, enhance customer experience, and reduce the maintenance resources require to keep the station in good condition.

Due to the grade separation and high ridership, improvements to the transit buildings are necessary to ensure station accessibility is fully integrated with the changing site context. The station has the most activity along the Blue Line between downtown and the airport, averaging 2,430 daily weekday boardings and nearly 795,000 annual boardings in 2019. With consistent all-day activity, the station is an integral stop in the transit system.

Approach of the South Tower from Lake Street

In the station's original layout, the entrance to the LRT platform is set back from the street, counterintuitive, and out of public view. Customer feedback, police reports, and staff surveys have illuminated that the design challenges at the station contribute to frequent non-transit uses, which includes perceived and real unsafe conditions.

Maintenance of the station includes daily cleaning, but the current design is prohibitive and burdensome to sustaining a state of good condition. The indoor towers provide a temperature-controlled space for the stairs, escalator, and elevator to operate, they also create narrow spaces that are harder to maintain than open-air stations that are more common in the regional system.

Renovation of Blue Line Lake St/Midtown Station is essential to meet the needs and context of the neighborhood and the riders it serves, as well as maintain a state of good repair for this regional asset.

38th Street Station Modernization

Metro Transit is seeking $5,136,000 in federal funds through the Regional Solicitation process, matched with $1,284,000 in local funds for modernization of the 38th Street Station Transit Center. Opened in 2004, the design of the 38th Street Station Transit Center did not incorporate the full breadth of modes now available to transit users – notably, the current design lacks support for micromobility services or the current level of walking or rolling access to the station. In addition, the proximity of the existing bus turnaround to the intersection with Hiawatha Avenue results in backed up traffic and transit delays.

This project will make critical improvements to bus operations, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer, and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

By making more efficient use of land, a portion of the site will also become available for future transit-oriented development (TOD). This TOD will introduce new transit riders, create a safer and more pleasant transit user experience by adding activity to the site, bring new commercial space to the neighborhood, and introduce new access to both affordable and market rate housing for local communities.

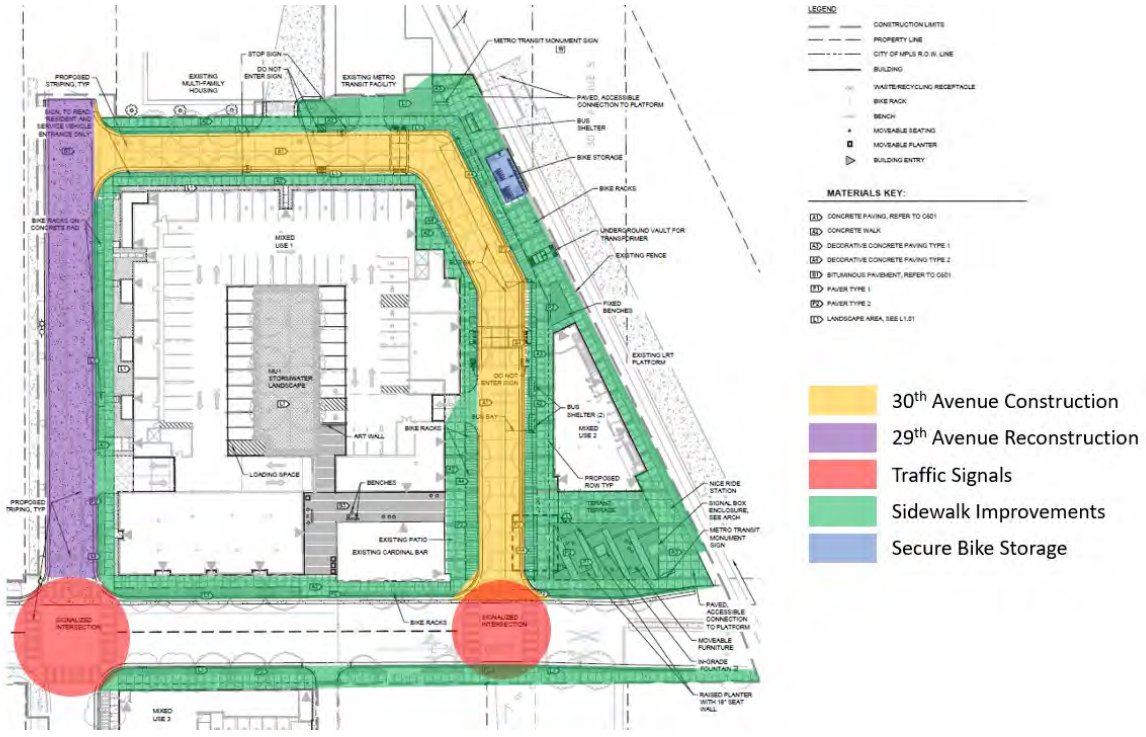
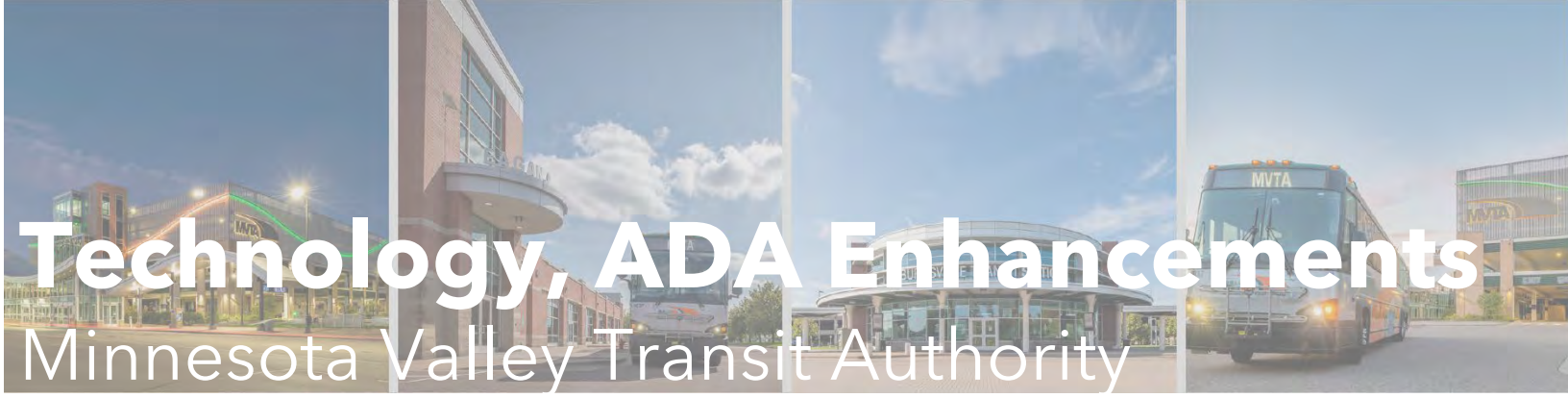


Figure: 38th Street Station Mobility Hub project scope.



Technology, ADA Enhancements
Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the second largest public transit agency in Minnesota based on ridership, providing transportation to the fast-growing communities and employment centers in seven suburbs south of Minneapolis and Saint Paul. MVTA operates within Dakota and Scott counties and extends substantial service beyond these borders into adjacent regions. As the major transit provider for Minnesota's southern metro area, enhancing and maintaining features that keep the public transportation experience safe, accessible, and reliable to all riders within the communities we serve is a top priority.

Technology, ADA Centered Initiatives

Two of the four goals outlined in MVTA's five-year Strategic Plan include 1) Service Excellence, which speaks to the agency's commitment to "improve and maintain safe, courteous, and reliable service to our customers", and 2) Innovative Solutions, declaring a dedication to "developing tailored, industry-leading transportation solutions to meet diverse customer needs".

Funding for the Technology, ADA Enhancements project would directly support these initiatives and allow MVTA to serve all demographics and abilities well by providing an accessible and reliable experience for all.

This project includes innovative elements such as e-paper and real-time signage at 53 stops and shelters, indoor interactive kiosks at four (4) MVTA transit hubs, platform displays at three (3) sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, annunciators, and more. These technologies enhance wayfinding and accessibility across the region. Furthermore, these tools remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently.

The nature of this project is multifaceted, with each measure making significant enhancements toward more accessible public transportation in Minnesota's south metro region and creating a more equitable community overall.

TOTAL PROJECT COST $625k
Requested Federal Funds $500k
Local Match Funds $125k

MODERNIZATION
Apple Valley Transit Station

Submission for Award Consideration in the 2022 Regional Solicitation Program

ABOUT MVTA

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AVTS MODERNIZATION PROJECT SUMMARY

MVTA is submitting a request for funding to complete the modernization of Apple Valley Transit Station (AVTS). Funding would be used to update safety and security measures at AVTS through enhanced technology and Crime Prevention Through Environmental Design (CPTED) initiatives, improve customer amenities, develop a designated and effective space for operator training, and redesign the Connect areas to create a dedicated zone for MVTA's micro transit service.

Enhanced Safety and Customer Amenities

Safety and security improvements would include replacement of end of life (EOL) and failed CCTV cameras, and expansion of cameras for areas with insufficient coverage. Emergency phones would be installed throughout the facility, and various Crime Prevention Through Environmental Design (CPTED) initiatives carried out. Customer amenities would consist of real-time information signage, updated bike lockers, and electric car chargers for rider vehicles.

Camera replacement will improve safety and security at the Apple Valley Transit Northbound and Southbound Stations (attached by skybridge). Figures 1 and 2 show the intentions for AVTS Camera Deployment.

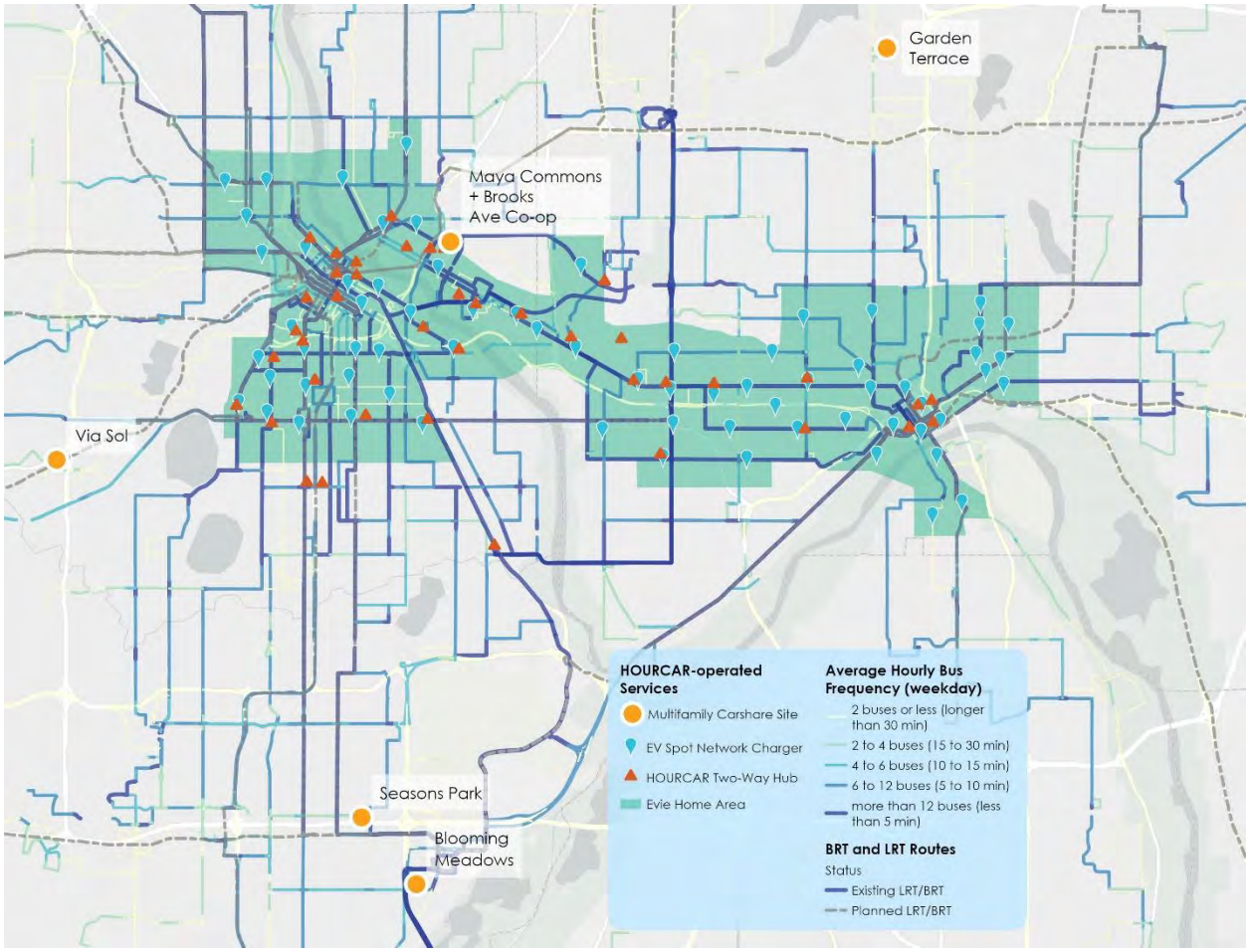
Figure 1 AVTS Camera Deployment Map, Northbound and Skybridge

PROJECT SUMMARY

Project Name: Multifamily EV Carshare Pilot Project
Applicant: HOURCAR
Project Location: 25 Multifamily sites (first five as seen on map below)
Requested Amount: $499,244.00
Total Project Cost: $624,055.00

Project Description
The Multifamily EV Carshare Pilot Project will place EV chargers and shared electric vehicles at 25 multifamily sites in the Greater Twin Cities area, with a focus on service to qualified low-income sites. The goal of the project is to provide a new clean transportation mode that complements transit and facilitates mode shift to transit and non-motorized modes.

Five sites have already been selected, as seen in the map below. All five initial sites meet low-income qualifying criteria. We plan to select 20 additional sites by the end of 2022.



The US Department of Energy is providing startup funding for the project. This funding is set to expire at the end of 2023. We are seeking funding from the Regional Solicitation to extend the project and provide enhanced community outreach and engagement. This will help ensure the project reaches its full potential and becomes self-sustaining in the long term.

Residential Pass Implementation Project

Metro Transit is requesting $500,000, which will be matched with $125,000 local funds, to support implementation and expansion of a new Residential Pass Program. Based on the results of a pilot project, this program has the potential to significantly increase transit ridership and reduce single-occupant vehicle use. However, there are challenges to scaling and implementing the program, which this project is intended to address.

Metro Transit has developed a new bulk pass program for multifamily housing. This program was developed in recognition of the fact that there has been a significant increase in multifamily development in the region and multifamily housing is naturally compatible with transit service. The goals of the program are to increase transit ridership, reduce single-occupant vehicle trips, reduce emissions, reduce parking demand, and improve housing and transportation affordability, among other goals.

The structure of the program is based on similar programs that have been implemented in other regions by peer agencies. To participate in the program, apartment operators or owners must purchase 1 transit pass per unit in a building. In exchange for purchasing passes in bulk, apartment operators may purchase each transit pass for $14 per month, which is an 88% discount from the full price of $120 per month for each pass. The bulk requirement was established for two reasons. First, we have evidence that transit customers take transit more often and drive less often when they have a monthly transit pass instead of paying for transit per trip. Knowing that, a goal of this program is to expand access to monthly passes to transit customers that would not otherwise purchase a monthly pass. Second, by expanding monthly pass sales to customers that do not take transit frequently, we may lower the monthly pass price while maintaining compliance with Metro Transit's existing Fare Policy.

To test the effectiveness of the program, Metro Transit implemented a pilot in 2019. Four multifamily properties with nearly 700 apartment units were included in the pilot program. To evaluate the effectiveness of the program, staff conducted multiple surveys of participants to determine the impact to ridership. Transit trips by customers that paid for transit per trip prior to the pilot increased by 78%. We also observed that many participants that had not taken transit prior to the pilot, began taking transit on a regular basis during the pilot. Finally, over 50% of survey respondents said they drove less during the pilot program. The significant increase in ridership and the decrease in driving confirms the travel demand benefit of this program.

Based on the results of the pilot, Metro Transit decided to move forward with a permanent program. However, there are three challenges to implementing a permanent program that this application is intended to address.

The first challenge is that affordable housing developers and operators are constrained by existing funding and financing sources that may not be used to pay for transit passes. With the funds provided by this grant, Metro Transit will provide free transit passes to affordable housing operators to 1) measure the benefits to residents of affordable housing and 2) identify key barriers to long-term participation in the Residential Pass Program. Outcomes of this effort may include developing an affordable housing-specific version of the Residential Pass Program and/or working with affordable housing funders to include the Residential Pass as an eligible expense for reimbursement.

The second challenge is that many developers continue to include significant volumes of parking in their developments. Once this parking is built, building owners have an incentive to encourage their tenants to pay for and use that parking, which increases single-occupant vehicle trips and reduces transit use. To encourage the construction of fewer parking spaces, Metro Transit would use the funds provided by the grant to provide free transit passes for a limited time in exchange for building few or no parking spaces.

The final challenge is that apartment vacancies in the region are very low and existing apartment operators and owners have little incentive to pay for and provide additional amenities for their residents. However, during the pilot program we observed that demand for the program increased if nearby properties participated. Using the funds provided by this grant, Metro Transit would provide an incentive for participating in the program. Apartment owners and operators that execute a multi-year contract would receive transit passes at a reduced price for the first year. The intent of this incentive is to help apartment owners recognize the benefit of the program to residents, allow apartment owners and operators to gradually adjust their budgets to accommodate the pass price and increase awareness of the program across the region among transit customers, apartment owners, and apartment operators.

Project Title: Campaign to Increase Bicycle Mode Share by Expanding Access to Electric Bicycles, Bicycle Education and Support to Businesses Within Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs and the Entire Metro Area
Organization: Bicycle Alliance of Minnesota (BikeMN)
Primary Contact: angela olson, Education Director at BikeMN, angela@bikemn.org, 651.428.2492

BikeMN is proposing to increase bicycle ridership and utilization with the goal of reducing congestion and improving air quality as a result of reducing vehicle miles traveled (VMT). There are key barriers community members experience when seeking to incorporate bicycle use into their lives. Among those are lack of access to bicycle education and knowledge, cost barriers involved in owning and maintaining a bicycle and accessories (such as helmets and reliable locks), and lack of incentives from employers for replacing vehicle commutes with cycling. BikeMN has proven success with bike education by teaching participants how to ride safely and confidently, enabling them to replace vehicle miles with bicycle commuting and other short trips. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation and commuting option that will include:

(a) Education: Utilize our existing adult curriculum (Learn to Ride and Bike Basics) for new riders
    (a1): Bike MN will add additional curriculum specific to riding electric bikes
(b) Ebike Fleets: Distribution and support of four electric bike fleets to four Twin City businesses located in high pollution/congestion and low wage earning areas, including helmets, lights, and locks
(c) Maintenance: Leading open shop opportunities and basic e-bike maintenance classes for all participants in collaboration with area bike shops
(d) Group Rides: Organize and lead group ride opportunities within the community that will strengthen cycling skills and confidence
(e) Campaign: Engage with at least 20 additional businesses by creating videos, print materials, and social media content to promote cycling to and from work at least once per week
(f) Incentives: Provide incentives for all riders who commit to commuting to/from work at least one day per week

BikeMN also has established relationships with dozens of businesses and community organizations and will prioritize outreach with partners located in high pollution, congested, and low wage earning areas to collaborate on, promote, and participate in this program. We will recruit, hire, and train trainers and assistants from selected businesses and partners to provide some of the instruction and support to participants.

We intend to focus on the ACP50 neighborhoods in St. Paul and Minneapolis, working with city staff and leaders and local businesses. We plan to coordinate 4 fleets of 10 electric bicycles at a variety of businesses, facilitating at least 4 Bike Basic or Learn to Ride classes and 2 opportunities for bike maintenance classes at each location throughout the two year period with a total estimated reach of at least 1,040 participants. Participants who commit to replacing one vehicle commute per week with a cycling trip will receive incentives in the form of gift cards at local area bike shops and or other businesses with residents and bicyclists in an effort to facilitate relationship building and reduce barriers to bike culture and mechanics.

Transit Connection Specialist

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the major public transit provider in the state's southern metro area, serving seven suburbs south of Minneapolis and Saint Paul and providing substantial services beyond these borders into adjacent counties. MVTA operates within Dakota and Scott Counties and provides transportation to some of the fastest growing populations in Minnesota. Our agency is committed to providing safe, accessible, and reliable service to our communities. Along with this commitment comes a responsibility to effectively educate and inform the public about the accessibility and benefit of public transportation.

Incentive for the Transit Connection Specialist

In 2020, the Minnesota Department of Administration State Demographic Center released population estimates[1] showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019. Additionally, the findings ranked Dakota County as the third largest county by population in Minnesota at an estimated 433,302 residents. Introducing the expertise of a designated Connection Specialist to this region would prove as an invaluable resource to help the communities effectively navigate public transit for their daily needs.

The Covid-19 pandemic impacted public transit not only in terms of ridership, but also in the ability for providers to meet with the public in person to teach about the availability of public transportation, its many advantages, and how to confidently navigate it. Face-to-face instruction has historically allowed trainers to transfer knowledge through a variety of different approaches, including presentations, open discussion, and even demonstration. Instructors are shifting their approach, now finding methods of effectively reaching audiences of all ages and abilities through different means. With the expertise of a Transit Connection Specialist to help identify the unique needs for community outreach, we can execute the appropriate training to provide the most benefit to the intended demographics for each session.

This Specialist would use their exclusive expertise—working closely with the MVTA Transit Planners as well as local cities, counties, chambers of commerce, and other community groups—to gather data about our regions and identify training opportunities and gaps in current outreach and available resources. Unparalleled times such as these require a deeper dive into the analysis of our demographics and the potential opportunities we may be missing to help serve our communities better. The Transit Connection Specialist will ultimately translate data to reinforce the bridge to the Public Information department and assist with building the appropriate training material to help influence future trends in ridership and overall community connectivity. We will gain a better understanding on who we need to equip with additional knowledge about the public transportation system, what medium(s) should be used to do it, and what factors may influence their decision to ride.

Public transportation fulfills a particular travel need to obtain essential medical care, open job opportunities, and perform everyday errands. Funding to support this role would mean an impact that reaches well beyond the MVTA service area, helping riders make valuable connections into greater Minnesota and to alternative modes of transportation. Creating confidence in their ability to successfully navigate public transportation and in building trust in the services our providers offer.

MVTA

TOTAL PROJECT COST $285k

Annual salary, benefits (3 years) **$95k**

[1] https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/

Project Name: Metro Transit Wayfinding Project
Applicant: Metro Transit
Project Location: Bloomington, Maplewood, Minneapolis, Richfield, and Saint Paul
Requested Amount: $400,000
Total Project Cost: $500,000

Project Description and Benefits

Wayfinding is an important traveler information service that makes transit more user friendly, especially for new and infrequent riders, those with disabilities, and those with limited English proficiency (LEP). Metro Transit is developing a comprehensive, modern, and consistent wayfinding program that will improve the rider experience and make transit a more convenient, attractive transportation option in its service area.

This project will build on previous engagement work and accessibility research to implement innovative approaches to static signage, tactile communication, new technologies, and wayfinding data around popular destinations and high-traffic transfer points. Implemented elements will direct customers to safe pedestrian crossings and active transportation options.

The specific locations included in this project are:

- Downtown Minneapolis and Saint Paul
- Minneapolis East Hennepin and Central Ave area
- METRO Green Line Stadium Village, Westgate, Raymond Ave, Snelling Ave S, Capitol/Rice Street, and Robert Street Stations; METRO Blue Line 46th Street Station
- METRO Orange Line I-35W & 98th Street and Knox & 76th Street Stations
- METRO C Line Penn & Golden Valley, Penn & Plymouth, and Olson & 7th Street Stations
- Maplewood Mall and Uptown Transit Centers

Based on requests the agency has received over the years, there are jurisdictions and organizations that also want to make transit an easier and more attractive option through effective wayfinding. The testing, iteration, and evaluation work accomplished by this project will allow Metro Transit to develop a set of transit wayfinding guidelines that can be used by any public or private partner in the region. The improvements implemented during the project and best practices derived from it will be integrated with future transit expansion, reducing the navigational barriers to using transit. Through consistent wayfinding, potential new riders are more likely experience transit as a network, rather than a single route, that can serve their travel needs.

CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project

City(ies)
Minneapolis

Commissioner District(s)
4

Capital Project Number
CP 2220300

Project Category
Bikeway

Scoping Manager
Emily Buell

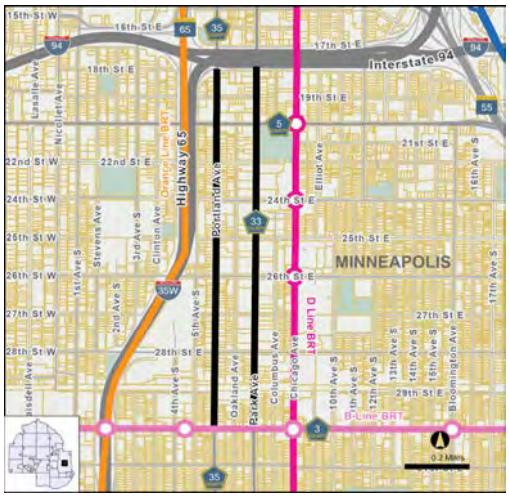
Scoping Form Revision Dates
4/8/2022

Project Summary
Construct enhanced bikeway along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from the Midtown Greenway to the I-94/I-35W Bridge in the City of Minneapolis.

Roadway History
The one-way current configurations of Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) generally include two travel lanes, a buffered bike lane, parking lanes on both sides, and sidewalk facilities on both sides. These A-minor relievers are heavily used by both bicycle and motor vehicle commuter traffic. As a result, a relatively high percentage of vehicles have been observed travelling above the posted 30 mph speed limit. The existing conditions at intersections are uncomfortable for people walking, as the crossing distances are relatively long due to the absence of complete streets design elements. In addition, the bicycling experience along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) is also uncomfortable as there is no vertical separation between people driving and parked vehicles.

Project Description and Benefits
The project objectives include improving safety, comfort, and accessibility along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35); with a focus on introducing complete streets design strategies to promote traffic calming. Intersections are anticipated to be redesigned to incorporate curb extensions to slow turning vehicles. Also, the project will introduce a protected bikeway design to provide better separation from people driving and parked vehicles. Protected intersection designs will be evaluated at the 28th Street, 26th Street, and 24th Street intersections to provide safe crossings for east/west bicycling operations. Lastly, ADA accommodations will be upgraded, including APS, to promote accessibility.

Project Risks & Uncertainties

Project Map


Project Timeline

Scoping:	Q1 2022 - Q4 2023
Design:	Q1 2024 - Q4 2026
R/W Acquisition:	Q1 2026 - Q4 2026
Bid Advertisement:	Q1 2027
Construction:	Q2 2027 - Q4 2027

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -		Project Level
Construction:	$	6,280,000
Cost Estimate Year:		2022
Construction Year:		2027
Annual Inflation Rate:		2.0%
Inflated Construction:	$	6,930,000
Design Services:	$	1,040,000
R/W Acquisition:	$	200,000
Other (Utility Burial):	$	-
Construction Services:	$	690,000
Contingency:	$	1,880,000
Total Project Budget:	**$**	**10,740,000**

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the corridors' designation on the RBTN.

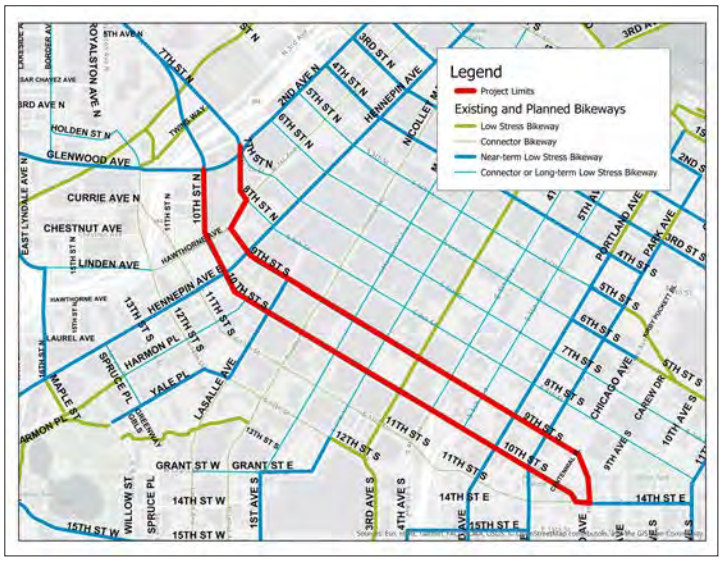
9th St S & 10th St S Bikeways

Minneapolis
City of Lakes

Project Background

Minneapolis Public works plans to install a curb protected bikeway on 9th Street S and 10th Street S from E 14th Street to N 7th Street. This protected bikeway is identified in the Minneapolis Transportation Action Plan on the All Ages and Abilities network. We are requesting an award amount of $4,511,942 with a local match of 1,127985 for a total project cost of $5,639,927.

Project Area



Project Goals

The goals of this project include:

- Enhance esafety, comfort and predictability of all users
- Support existing and future bicycle demand
- Improve bicycle network connectivity and upgrade the bicycle facilities to the All Ages and Abilities Network as outlined in the Transportation Action Plan
- Provide bicycle access to housing, services, goods and jobs

Project Description

There are currently standard, striped bike lanes on 9th St S and 10th St S in downtown Minneapolis. Elements of the proposed project may include:

- Curb and parking protected bikeways
- Protected intersection elements for increased bicycle and pedestrian safety
- Signage and wayfinding
- Pavement markings

These elements will be designed with input from local community members and stakeholders

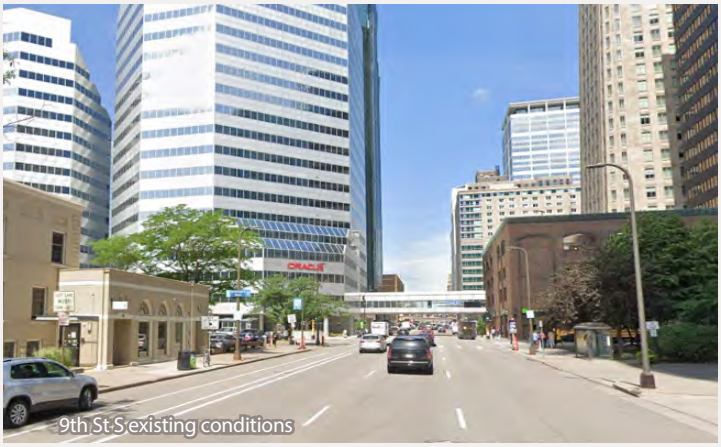
Project Contact

Chris Kartheiser, Transportation Planner
612-673-2544, Chris.Kartheiser@minneapolismn.gov

Average Number of Daily Users

Pedestrian	Bicycle	Motor Vehicle
5,000-7,000	200-400	3,000-12,000

Source: Minneapolis Bicycle & Pedestrian Counts (2013-2018) and Minneapolis Public Works (2010-2014)



9th St S existing conditions

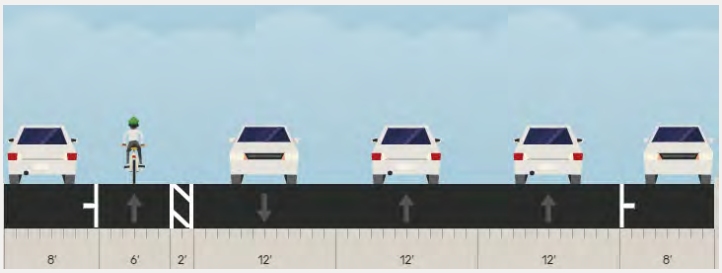
Reported Crashes - High Injury Corridor

Reported crashes by travel mode on 9th St S and 10th St S within project limits (2012-2022). 9th St S has been identified as a High Injury Street through the Vision Zero Program.

Travel Mode	Reported Crashes	% Crashes with injuries
Pedestrian	70	97%
Bicycle	30	93%
Motor Vehicle	762	23%
Total Crashes	862	31%

Source: MnDOT (2012-2022)

Typical Existing Conditions



56'-64'

For reasonable accommodations or alternative formats please contact Chris Kartheiser, Minneapolis Public Works Department at 612-673-2544 or Chris.Kartheiser@minneapolismn.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157. Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail

(Multi-Use Regional Trail)

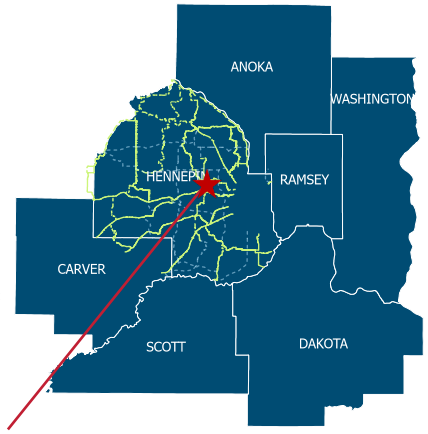
Project Summary

Applicant – Three Rivers Park District

Project Location – Between TH 55 and Lake Minnetonka Regional Trail along CSAH 73/Zachary Lane N/Hopkins Crossroads, South Frontage Road, and Plymouth Road (CSAH 61) in Plymouth and Minnetonka, Hennepin County

Total Project Cost – $3,825,417 **Requested Federal Amount -** $3,094,253 **Local, Secured Match Amount -** $773,563

Project Description:
This project includes new construction, reconstruction and crossing upgrades to create a continuous and seamless 4.7-mile segment of the Eagle Lake Regional Trail between TH 55 and Lake Minnetonka Regional Trail filling a critical north-south gap in the non-motorized transportation system. The trail is planned within the public rights-of-way along Zachary Lane/ Hopkins Crossroads (CSAH 73), South Frontage Road, Ridgedale Drive and Plymouth Road (CSAH 61).



Project Location

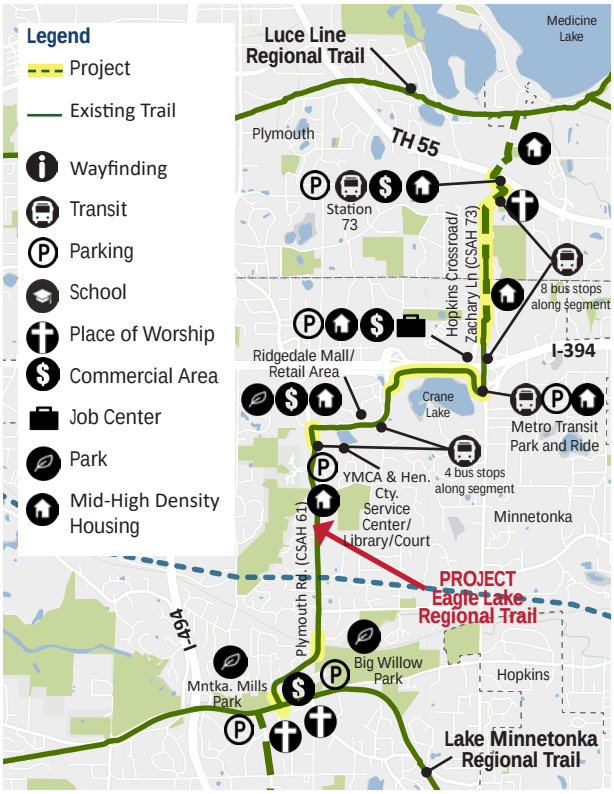
This regional trail, when fully complete, is projected to receive 355,000 visits per year (16%; 56,800 are anticipated to be transportation related).

Proposed Project Elements:

- Construct 2.4 miles of 10-foot wide, off-road, multi-use bituminous trail, meeting all ADA requirements which includes:
  - New construction of 1.1 miles of new regional trail along Zachary Ln N/ Hopkins Crossroad/CSAH 73 from TH 55 to Wayzata Boulevard N
  - Reconstruction of 1.1 miles of end of useful life/sub-standard sections to meet regional trail standards along South Frontage Road from Hopkins Crossroads to Ridgedale Drive (0.7 miles) and along Plymouth Road from Ridgedale Drive to Hilloway Road (0.4 miles)
  - Improve challenging crossings for people biking and walking to safely navigate: Wayzata Blvd N and Hopkins Crossroad/CSAH 73, Plymouth Road rail bridge over BNSF (0.07 miles), and Minnetonka Boulevard and Plymouth Road (0.04 miles)
- Add consistent regulatory and wayfinding signage and rest stops (benches, garbage, and bike repair stations)

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes, spanning 2 communities and eliminating/improving one significant RBTN barrier (Plymouth Rd rail bridge over BNSF).
- Provides a protected bikeway to 69,079 number of people within 1.5 miles and 169,819 number of people within 3 miles - connecting them to over 78,813 jobs within 1 mile of the project area.
- Connects to 14 bus stops, 11 existing bus routes/1 planned bus route, 2 park and rides, and 4 other public parking lots.
- Improves the area's livablity, supports active living and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects (when fully complete) to four existing regional trails, two regional parks, and destinations such as Medicine Lake, Ridgedale Mall/Retail Area, Hennepin County - Ridgedale Service Center/Library, Ridgedale YMCA, Big Willow Park, Minnetonka Mills Park, and the future Bryant Lake Regional Trail.



Project Map

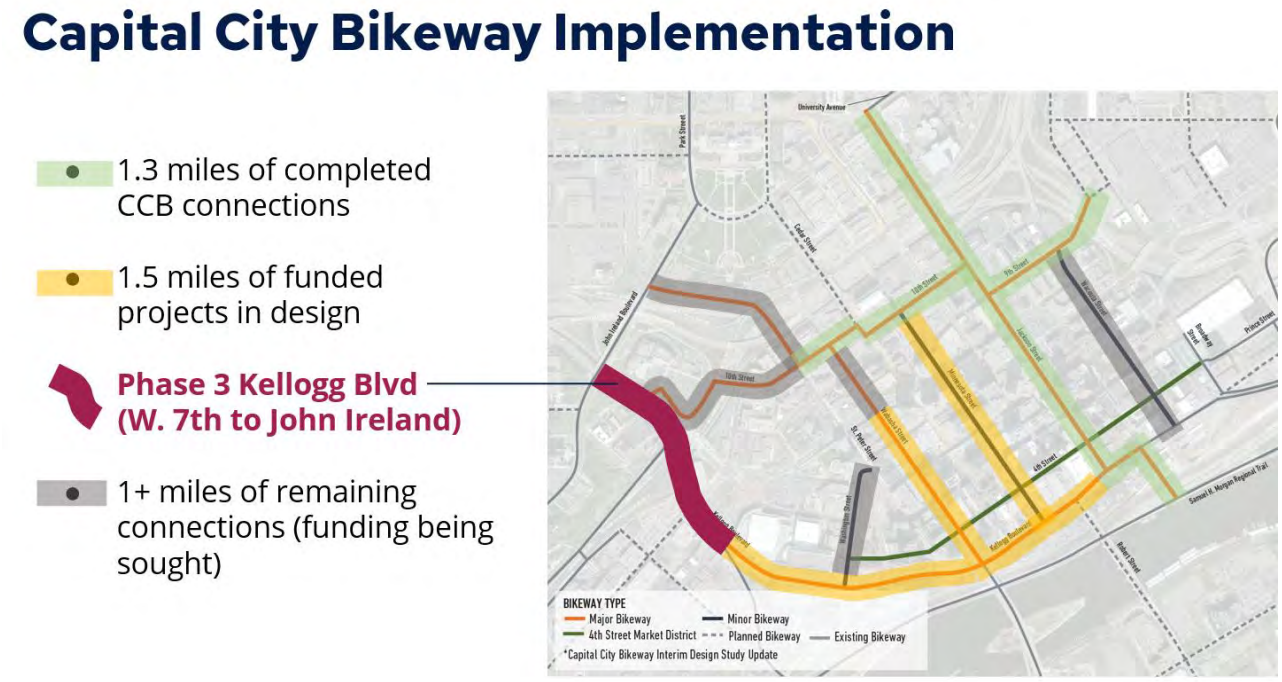
Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)

Applicant: City of Saint Paul

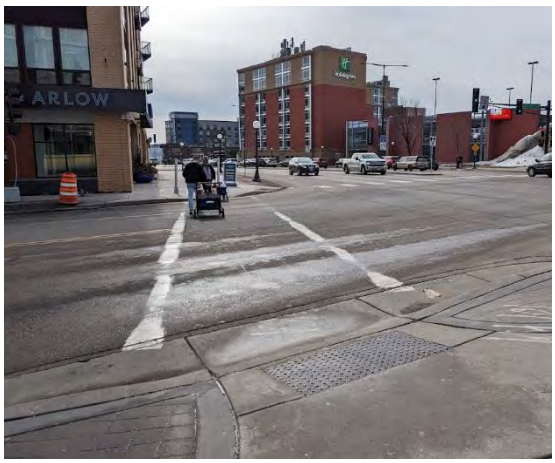
Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the east side of Kellogg Boulevard from 7th Street to John Ireland Boulevard. The project will be part of the Capital City Bikeway, a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional cultural, entertainment, and employment opportunities downtown with the existing trail network and residential locations throughout the City. The project is the third and final phase of the Kellogg Boulevard leg of the bikeway network and completes a critical Tier 1 RBTN. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

Construction Cost: $5,500,000 Federal + **$3,935913** Local = **$9,435,913** Construction Cost Total



Existing Conditions:

Kellogg Boulevard is a critical regional connection for all modes, and this route is the only path between the Summit Avenue regional trail and the downtown core. A new bicycle trail would connect the Saint Paul College and frequent winter events at the Cathedral with Minnesota History Center, the Smith Avenue Transit Center, and the Xcel Energy Center. Pedestrian activity is high in this stretch and adding this trail will complete the regional modal connections in this important segment of downtown Saint Paul.



Capital City Bikeway Buildout: Saint Peter St (10th St to Rice Street)

aka "The Capital Connection"

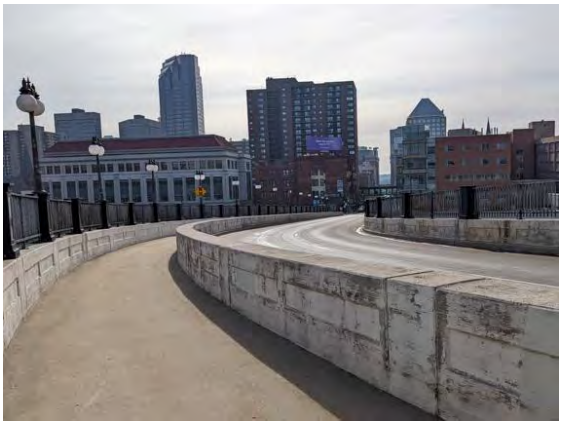
The City of Saint Paul is proposing to construct a protected bikeway along Saint Peter St from 10th Street to Rice Street. The project will be part of the Capital City Bikeway, a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional cultural, entertainment, and employment opportunities downtown with the existing trail network and residential locations throughout the City. The proposed project routing is a critical connection between the State Capitol Grounds and the downtown core, and multimodal network connectivity will be greatly improved with the addition of a bicycle facility. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.
Construction Cost: $5,500,000 Federal; **$2,865,000** Local; **$8,365,000** Total

Project Location & Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- **Saint Peter St CCB (10th St to Rice St)**
- 1+ miles of remaining connections (funding being sought)

Existing Conditions:

I-94 acts as a barrier between the Capitol and the downtown core. Saint Peter St is the most logical and direct path between the two distinct parts of downtown. Today, the route has a sidewalk on the east side of the I-94 bridge and two travel lanes. A new sidewalk-level trail on the west side of the street would be added. Additionally, the currently automobile-oriented intersection of John Ireland and 12th Street would be reconstructed to increase non-motorized safety and comfort and make a direct bicycle connection between the future mixed-use redevelopment planned for the former Sears Site on Rice Street and downtown.



CITY OF MINNEAPOLIS – NORTHSIDE GREENWAY PHASE 1

Project Description

The proposed project will create a new bikeway with pedestrian improvements and traffic calming along Humboldt Avenue North and Irving Avenue North in Minneapolis. The project extends approximately 2.1 miles from 44th Ave N to 26th Ave N. The route is on the Regional Bicycle Transportation Network. This segment is currently a local street that connects several existing trails, schools, and parks.

The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA curb ramp upgrades at intersections that need improvements. Project treatments and improvements include, but are not limited to: signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

Project History

The Northside Greenway Phase 1 is the result of multiple rounds of public engagement focused on reaching the full diversity of the community. Engagement began in 2011 and included six surveys, a year-long demonstration project, and numerous community events and conversations over several years. Engagement efforts included two rounds of sponsoring community-based organizations to conduct culturally relevant outreach, aimed at reaching people of different backgrounds and languages. Throughout engagement, a strong majority of residents supported the greenway. More engagement is planned to start in 2023 to help shape the final design.

Rendering of "Half Greenway" option for Northside Greenway.

Minneapolis
City of Lakes

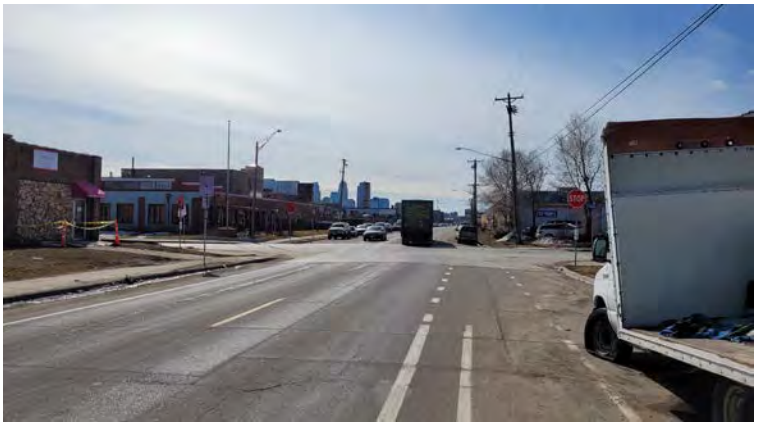
2nd Street North Bikeway

Project Description

The project will construct a bidirectional curb-separated bikeway on 2nd Street N between Plymouth Ave N and Dowling Ave N. The protected bikeway will replace the existing on-street unprotected bike lanes on 2nd Street N. The existing on-street bicycle lanes provide inadequate protection because they do not include a physical barrier from vehicle traffic. At signalized intersections this project will incorporate protected intersection design elements to increase the safety and visibility of people walking and biking.

In addition to safety, the project will improve the overall travel experience for pedestrians and bicyclists along the corridor by providing intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will directly connect to a new two-way bike facility being incorporated with a separate Dowling and 2nd Street N intersection reconstruction project, as well as new trail facilities to and through the under-development Upper arbor Regional Park. This project will also connect to other protected bikeways along 26th Ave N and Lowry Ave N. The importance of the project corridor to the regional multimodal system is reflected in its designation as a Tier 1 RBTN corridor.

Existing Conditions



Project Map

Project Benefits

- New protected bike facilities on a Tier 1 RBTN alignment with heavy truck traffic
- Protected intersection design at signalized intersections to improve sightlines, visibility, and safety for people walking and biking
- Will connect to a new two-way trail facility leading into the under-development Upper Harbor Terminal Regional Park

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

Mississippi River Regional Trail Connection along 44th Ave (CSAH 2) from Main St to East River Rd (CSAH 1)

A Unique Approach

Anoka County created an interactive website to share nine future projects that will be submitted for federal funding through the Metropolitan Council.

This mobile-friendly website provides transparency into the funding process and allows the community to explore and comment on future transportation and mobility improvements through an interactive map.

The website was launched on March 28, 2022 and will remain live past the application deadline. When the Met Council announces its awards this fall, the website will be updated and promoted to all those who participated.

The Anoka STP website tells a story about transportation funding and showcases each of the nine projects in a color-coded, interactive map. Explore the map by clicking on the image!

Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning March 28, 2022:

- **Website mentions** on Anoka County and Coon Rapids, Lino Lakes, Blaine, and Fridey websites.
- **Social Media posts** including NextDoor & Anoka County Twitter.
- **Email announcement** in Anoka County's Weekly Construction email.
- **Electronic announcements** at the Anoka County Health & Human Services and Job Training centers.

Public Feedback

The website included various opportunities for visitors to share their thoughts and provide comments:

A virtual live chat was available during select times from March 30-April 1. Visitors were able to chat with county staff in real-time. Live chat timeframes were included in site promotions.

Open-ended and demographic survey questions were embedded into each of the nine project pages. *See page 2.*

A general comment form could be accessed at any time on the site.

A contact email and phone number was also provide.

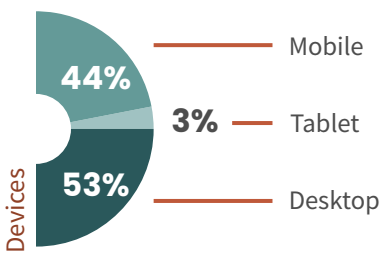
Website Performance: March 28 - April 8, 2022

312
Total Visitors

224
Total Visits*

* includes multiple visits by the same user

1m 11s
Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34

EAST BANK TRAIL GAP IMPROVEMENTS
2022 Regional Solicitation

Project Overview

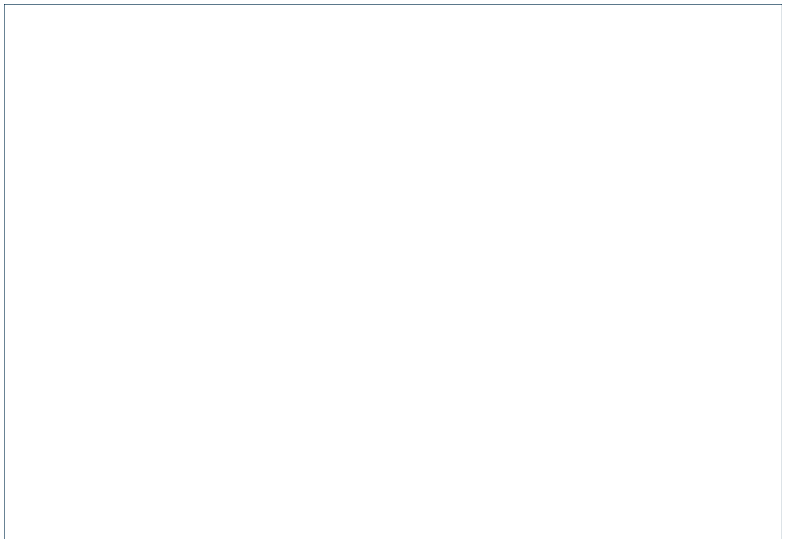
The East Bank Trail corridor extends 4.6 miles along the Mississippi River from the Stone Arch Bridge in downtown Minneapolis to the Camden Bridge in northeast Minneapolis. Three miles of the trail corridor are currently in place while the remaining 1.6 miles are planned to be constructed in conjunction with ongoing riverfront land acquisition activities by MPRB. The proposed project is located where the trail crosses Plymouth Avenue (10,000 ADT) which represents the only at-grade roadway crossing of the trail corridor. The MPRB is currently completing plans for the development of Graco Park north of Plymouth Avenue which will function as a 9-acre companion to the established Boom Island Regional Park located south of Plymouth Avenue. Pedestrian and cycle traffic between the two regional parks as well as bike and pedestrian traffic utilizing the East Bank Trail for longer trips is expected to increase from 200 per day to 2,000 per day at Plymouth Avenue. All pedestrians and cyclists will be required to cross Plymouth Avenue at Sibley Street at-grade without the proposed improvements.

The project provides an alternate alignment for the East Bank Trail which shifts the trail closer to the Mississippi River in the vicinity of Plymouth Avenue and includes a trail underpass of the roadway, a new wider trail bridge over the Boom Island Marina and a dedicated trail facility through the Boom Island Marina plaza area to the south of the marina. The project also includes safety improvements at the intersection of Plymouth Avenue and Sibley Street to enhance the visibility of pedestrians and calm traffic speeds through this intersection. Plymouth Avenue serves as a Tier 1 RBTN route and includes on-street bike lanes and sidewalk facilities on both sides of the roadway. The proposed underpass and intersection improvements will provide users of the Tier 1 RBTN facility a safe means of crossing Plymouth Avenue and accessing the regional parks as well as the East Bank Trail.

PROJECT BENEFITS

The benefits of completing this project include:

- Removal of the only at-grade arterial roadway crossing along the 4.6 mile East Bank Trail corridor
- Improved alignment of the East Bank Trail with better adjacency to the riverfront commensurate with the goals of the MPRB Above the Falls regional park system and the Mississippi National River and Recreation Area goals of connecting people to the river.
- Enhance the connectivity and synergy between Boom Island Park and Graco Park by providing safe and convenient connections.
- Provides Tier 1 RBTN users along Plymouth Avenue and 8th Street safe access to the East Bank Trail and regional parks.
- Intersection improvements will create a more visible gateway to the waterfront and encourage passers-by to utilize the regional park system.
- Intersection improvements will tend to calm traffic speeds along the busy Plymouth Avenue corridor.



Project improvements include realignment of East Bank Trail towards the riverfront via an underpass of Plymouth Avenue, new bridge over the Boom Island Marina and dedicated trail through plaza area. Intersection improvements are designed to enhance crossing safety, calm vehicular speeds and provide a gateway to the riverfront regional park system.

Map illustrates location of improvements along the 4.6 mile East Bank Trail corridor.