Requested Action
The City of Saint Louis Park requests a scope change to remove dedicated cycle track improvements from Louisiana Avenue and provide parallel alternate routes on Hampshire Avenue S and Pennsylvania Avenue S for its Cedar Lake Road and Louisiana Avenue improvements project (SP # 163-296-006 / 163-296-007).

Recommended Motion
That the Transportation Advisory Board approve Saint Louis Park’s scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project (SP # 163-296-006 / 163-296-007) with no reduction in federal funds.

Background and Purpose
The City of Saint Louis Park was awarded $7,000,000 in federal Surface Transportation Block Grant (STBG) funds in the 2022 Regional Solicitation for program year 2026. Funding was awarded within the Roadway Reconstruction and Modernization category. The application was awarded to modernize Louisiana Avenue and Cedar Lake Road by adding a roundabout to the intersection of the two, adding separated bike lanes, upgrading or adding sidewalks, and improving ADA access. The city’s requested changes are summarized in Table 1.

Table 1: Summary of Requested Changes

<table>
<thead>
<tr>
<th>Location</th>
<th>Original Proposal</th>
<th>Proposed Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>23rd St. to Cedar Lake Rd</td>
<td>Protected one way cycle track in each direction / sidewalk on both sides of road</td>
<td>Shared use trail on both sides of roadway</td>
</tr>
<tr>
<td>Cedar Lake Rd to 22nd St.</td>
<td>Dedicated on street bike lanes or protected one-way cycle track in each direction</td>
<td>Shared use trail on both sides of roadway</td>
</tr>
<tr>
<td>22nd St. to 14th St.</td>
<td>Dedicated on street bike lanes or protected one way cycle track in each direction</td>
<td>*Dedicated bike routes using parallel side streets and trail</td>
</tr>
<tr>
<td>14th St. to Wayzata Blvd.</td>
<td>Protected one way cycle track in each direction / sidewalk on east side of road</td>
<td>Shared use trail on both sides of roadway</td>
</tr>
</tbody>
</table>

*Dedicated bike routes on parallel side streets include Hampshire Ave, approximately 1300 feet (4 blocks) east of Louisiana Ave and Pennsylvania Ave, approximately 1350 feet (4 blocks) west of Louisiana Ave.
The city requests to retain its full federal funding amount. The original cost estimate of the full project is $11,985,000 and the cost with this requested scope change is $11,695,000, representing a difference of $290,000.

A TIP amendment is not included with this request because the project is currently undergoing a scope change review to phase the project. A streamlined TIP amendment request will be introduced later.

**Relationship to Regional Policy**

Projects that receive funding through the Regional Solicitation and HSIP Solicitation processes are subject to the regional scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. The scope change policy allows project sponsors to adjust their projects as needed while still providing substantially the same benefits described in their original project applications.

**Staff Analysis**

Approval/Denial of the Scope Change: Table 2 shows a scoring analysis. This application scored 541 points and finished 11th in the Roadway Reconstruction and Modernization category. The highest-scoring unfunded project scored 492.

**Table 2: Scoring Analysis**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Max Score</th>
<th>Original Score</th>
<th>Scope Change</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A. Job connections</td>
<td>65</td>
<td>25</td>
<td>0</td>
<td>Facility relocation may have small impact</td>
</tr>
<tr>
<td>1B. Truck corridor tiers</td>
<td>40</td>
<td>20</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2A. Person throughput</td>
<td>110</td>
<td>41</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2B. 2024 AADT</td>
<td>65</td>
<td>18</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>3A. Equity engagement</td>
<td>30</td>
<td>22</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>3B. Equity connection, benefits, &amp; impacts</td>
<td>40</td>
<td>27</td>
<td>0</td>
<td>Facility relocation may have small impact</td>
</tr>
<tr>
<td>3C. Housing</td>
<td>30</td>
<td>15</td>
<td>0</td>
<td>Facility relocation may have small impact</td>
</tr>
<tr>
<td>4A. Date of construction</td>
<td>50</td>
<td>15</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>4B. Geometric deficiencies</td>
<td>125</td>
<td>85</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>5A. Vehicle delay reduced</td>
<td>50</td>
<td>36</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>5B. KG of emissions reduced</td>
<td>30</td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>6A. Crashes reduce</td>
<td>150</td>
<td>46</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>6B. Proactive pedestrian crash reduction</td>
<td>30</td>
<td>19</td>
<td>-</td>
<td>Combines ped access with bike access</td>
</tr>
<tr>
<td>7. Transit, bike, ped elements &amp; connections</td>
<td>110</td>
<td>93</td>
<td>--</td>
<td>Causes gaps in the bike trail access and moves bikes to minimally improved roadways</td>
</tr>
<tr>
<td>8. Risk assessment</td>
<td>75</td>
<td>47</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>9. Cost effectiveness</td>
<td>100</td>
<td>27</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,100</td>
<td>541</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

* 0 = no change
+ = small improvement, ++ = moderate improvement, +++ = large improvement
- = small diminishment, -- = moderate diminishment, --- = large diminishment

It is difficult to precisely recreate a score for an updated proposal and determine what “would have happened” to the entire scoring scenario had one project been ranked below another unfunded project. While there are some changes to the project, it is not possible to state with any certainty that the project would not have been funded if originally proposed as attached. As such, staff recommends approval of the scope change based on the existing policy.

That said, staff notes that the high multimodal elements score (93/110) was based in part on a continuous bicycle and pedestrian flow along Louisiana Avenue and that this proposal interrupts that flow. For pedestrians, the original application provided access along the entire east side of the roadway. It still does, though 700 feet is now provided as part of shared-use trails. For bicyclists, the Cedar Lake Road to 22nd Street segment is no longer proposed to have bicycles on the east...
side of the road, potentially forcing conflicts. Further, movement of most of the bicycle access from protected lanes to existing streets is a downgrade in bicycle accommodation, as is reliance on cycling on sidewalks for both pedestrians and bicyclists.

**Funding:** Removal of a portion of the original project scope will result in a reduction in the project cost.

While recent history suggests that retention of the full federal award is typical when removed elements are going to be completed by another projects, the project elements being removed here are not being completed elsewhere. As such, there are two options:

A) The project retains the full federal award.

B) The project returns $169,389 (the federal cost of the removed elements) to the region for redistribution.

**Table 3: Federal and Local Costs**

<table>
<thead>
<tr>
<th></th>
<th>Application Budget (% of Total Project Cost)</th>
<th>Scope Change Request Budget (% of Total Project Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Amount in STIP</td>
<td>$7,000,000 (58.41%)</td>
<td>$6,830,611 (58.41%)</td>
</tr>
<tr>
<td>Local Contribution</td>
<td>$4,985,000 (41.59%)</td>
<td>$4,864,389 (41.59%)</td>
</tr>
<tr>
<td>Total Cost</td>
<td>$11,985,000</td>
<td>$11,695,000</td>
</tr>
<tr>
<td>Reduction in Local Contribution</td>
<td>$120,611</td>
<td></td>
</tr>
<tr>
<td>Reduction in Federal Award</td>
<td>$169,389</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Reduction</strong></td>
<td><strong>$290,000</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Committee Comments and Action**

At its December 21, 2023, meeting, the TAC Funding & Programming Committee voted unanimously to recommend approval of Saint Louis Park’s scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project with a $169,389 reduction in federal funds. The recommended reduction is based on the removal of project elements.

At its January 3, 2024, meeting, the Technical Advisory voted 16-11 to recommend approval of Saint Louis Park’s scope change request to remove Louisiana Avenue cycle track improvements from its Cedar Lake Road and Louisiana Avenue Improvements project with no reduction in federal funds. The diversion from the Funding & Programming Committee recommendation was based on the efforts that the city had made to accommodate public input and continue to serve bicycles.

**Routing**

<table>
<thead>
<tr>
<th>To</th>
<th>Action Requested</th>
<th>Date Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAC Planning or TAC Funding &amp; Programming Committee</td>
<td>Review &amp; Recommend</td>
<td>December 21, 2023</td>
</tr>
<tr>
<td>Technical Advisory Committee</td>
<td>Review &amp; Recommend</td>
<td>January 3, 2024</td>
</tr>
<tr>
<td>Transportation Advisory Board</td>
<td>Review &amp; Adopt</td>
<td>February 21, 2024</td>
</tr>
</tbody>
</table>
December 1, 2023

Mr. Michael Thompson  
Chair, TAC Funding and Programming Committee  
Metropolitan Council  
390 Robert Street North  
Saint Paul, MN 55101-1805

RE: Scope Change Request for SP 163-296-006 & SP 163-296-007

Dear Mr. Thompson,

The City of St. Louis Park respectfully requests that the Funding and Programming Committee consider the attached Scope Change request for the Cedar Lake Road and Louisiana Avenue Improvements project.

**Background**
The City applied for and was awarded federal Surface transportation block grant (STBG) funds for the program year 2026. The scope of the project included reconstruction of Cedar Lake Road from TH 169 to Kentucky Avenue and Louisiana Avenue from 23rd Street to TH 394. Improvements include construction of new sidewalks and bikeways where currently not present along both roadways, replacement of existing sidewalks, enhancements to bus stop facilities and amenities, construction of a roundabout at Cedar Lake Road and Louisiana Avenue, modifications of traffic signals to meet current ADA requirements, replacement of street lighting systems, storm sewer improvements, and public utility improvements.

**Program Funding**
In 2022, the City of St. Louis Park applied for and was selected to receive STBG funding for the Cedar Lake Road and Louisiana Avenue Improvements project. A map showing the project location is provided as attachment 2.

**Program Development**
At the time of application, the city recognized that both corridors are vital for transporting people and goods throughout the City of St. Louis Park and the adjacent areas. Both corridors have reached the end of their useful life and now require reconstruction. The city identified the opportunity to provide facilities for people that choose to walk, roll, bike, and utilize transit. The City’s Connect the Park plan was approved by City Council in 2013, aimed at making more livable neighborhoods by providing convenient, safe, and equitable ways for residents to move around the city. The plan identified a bicycle facility and a pedestrian facility along both Cedar Lake Road and Louisiana Avenue, but additional design and public engagement was needed to determine what type of facilities would be the best fit.

The funding application for both Cedar Lake Road and Louisiana Ave included:

- **Bicycle facilities**: Dedicated on street bike lanes or protected one way cycle tracks in each direction where currently not present.
- **Pedestrian facilities**: Dedicated sidewalk on each side of the roadway where currently not present.
Preliminary Design Evaluation and Public Engagement

Beginning in January 2022 the design team began preliminary design and engaged the public to determine the best design for both Cedar Lake Road and Louisiana Ave. This process included three rounds of public engagement as described below.

**PHASE 1:**
Project introduction and understanding

**PHASE 2:**
Design development and refinement

**PHASE 3:**
Presentation of recommended designs

**JANUARY 2022 – MAY 2022**
February 2022: Open House #1

**JUNE 2022 – SEPTEMBER 2022**
Summer 2022: Open House #2

**OCTOBER 2022 – DECEMBER 2022**
Fall 2022: Open House #3

During Phase 2 of the public engagement, three alternatives were developed and shared with the public to evaluate various bike and pedestrian facilities for both Cedar Lake Road and Louisiana Ave. The tables below show the alternatives.

### Cedar Lake Road

<table>
<thead>
<tr>
<th>Description</th>
<th>Alternative No. 1</th>
<th>Alternative No. 2</th>
<th>Alternative No. 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Facility Type</td>
<td>Multi-Use Trail</td>
<td>One-Way Cycle Track (Both Sides)</td>
<td>Bike Lanes with 3' Buffer (Both Sides)</td>
</tr>
<tr>
<td></td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
</tr>
<tr>
<td>Pedestrian Facility</td>
<td>Multi-Use Trail</td>
<td>Sidewalk</td>
<td>Sidewalk</td>
</tr>
<tr>
<td></td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
</tr>
</tbody>
</table>

### Louisiana Avenue

<table>
<thead>
<tr>
<th>Description</th>
<th>Alternative No. 1</th>
<th>Alternative No. 2</th>
<th>Alternative No. 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Facility Type</td>
<td>Multi-Use Trail</td>
<td>One-Way Cycle Track (Both Sides)</td>
<td>On-Street Bike Blvd Provided on Parallel Streets</td>
</tr>
<tr>
<td></td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
</tr>
<tr>
<td>Pedestrian Facility</td>
<td>Multi-Use Trail</td>
<td>Sidewalk</td>
<td>Sidewalk</td>
</tr>
<tr>
<td></td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
<td>(Both Sides)</td>
</tr>
</tbody>
</table>

Each alternative was evaluated based on several different factors including right of way impacts, tree impacts, project cost, and public support. The tables below show the evaluation matrixes:
After evaluating each alternative, a preferred alternative was selected for each roadway:

- Cedar Lake Road – Alternative No. 2 (Cycle Tracks)
- Louisiana Avenue – Alternative No. 3 (Alternative Route)

The preferred alternatives were shared with the public during Phase 3 of the public engagement process and a Public Hearing was held to provide residents an opportunity to voice any concerns. City Council approved the preferred alternatives and authorized the design team to move forward with final design for both roadways.

**Proposed Scope Change**

The proposed scope change does not eliminate dedicated bicycle routes, instead it provides an alternate that is just as effective and provides many advantages.

- Cedar Lake Road: There are no formal scope changes for Cedar Lake Road. The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one-way cycle tracks in each direction. The approved alternative provides protected one-way cycle tracks in each direction for the entire length of Cedar Lake Road. In addition, sidewalk will be constructed on each side of the roadway where currently not present.

- Louisiana Avenue: The funding application included a dedicated bikeway in the form of either on street bike lanes or protected one way cycle tracks in each direction and a dedicated sidewalk on each side of the roadway where currently not present. Attachment 3 shows the funding...
application design. The formal scope change for Louisiana Avenue includes modifying the bicycle facility as described in the table below and shown in Attachment 4 and Attachment 5.

<table>
<thead>
<tr>
<th>Location</th>
<th>Funding Application Design</th>
<th>Current Design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Louisiana Avenue:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23rd Street to Cedar Lake Road</td>
<td>Protected one way cycle track in each direction</td>
<td>Shared use trail on both sides of roadway</td>
</tr>
<tr>
<td>(400 feet)</td>
<td>Sidewalk on both sides of the road</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cedar Lake Road to 22nd Street</td>
<td>Dedicated on street bike lanes or protected one way cycle track</td>
<td>Shared use trail on west side of roadway</td>
</tr>
<tr>
<td>(900 feet)</td>
<td>in each direction</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sidewalk on east side of the road</td>
<td>Sidewalk on east side of the road</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22nd Street to 14th Street</td>
<td>Dedicated on street bike lanes or protected one way cycle track</td>
<td>*Dedicated bike routes using parallel side streets</td>
</tr>
<tr>
<td>(2500 feet)</td>
<td>in each direction</td>
<td>and trail</td>
</tr>
<tr>
<td></td>
<td>Sidewalk on east side of the road</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14th Street to Wayzata Blvd</td>
<td>Protected one way cycle track in each direction</td>
<td>Shared use trail on both sides of roadway</td>
</tr>
<tr>
<td>(300 feet)</td>
<td>Sidewalk on east side of the road</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Dedicated bike routes on parallel side streets include Hampshire Avenue, approximately 1300 feet (4 blocks) east of Louisiana Avenue and Pennsylvania Avenue, approximately 1350 feet (4 blocks) west of Louisiana Avenue. These alternate bike routes are shown as red dashes in Attachment 5 on the “Alternative Bike Route Map”.

The reasoning for including the dedicated bike routes on the parallel side streets and trail instead of Louisiana Avenue, between 22nd Street and 14th Street, includes:

1. I-394 is a barrier for bicyclist to cross from St. Louis Park to Golden Valley.
   - The Louisiana Avenue bridge over I-394 has no dedicated bicycle facilities. Bikers are required to use vehicle travel lanes at a very busy location (20,000 AADT). Due to the traffic volumes, separated bicycle facilities are the safest and most comfortable for bicyclists of all ages and abilities. The bridge is approximately 30 years old and MnDOT has no plans to replace the bridge or add separated bicycle facilities.
   - There are existing pedestrian bridges that cross I-394 near Pennsylvania Avenue and Hampshire Avenue. The parallel side street bike routes align well with these existing pedestrian bridges and will provide a safe and comfortable crossing of I-394 for bicyclists of all ages and abilities.

2. Traffic volume and speed: The parallel local city streets (Hampshire Avenue and Pennsylvania Avenue) have a much lower volume of traffic compared to Louisiana Avenue and have a lower
posted speed limit (20 mph compared to 30 mph). These roads provide a much more comfortable bicycling experience for all ages and abilities.

3. Tree removal: Providing dedicated bike facilities along Louisiana Avenue has a significant impact to existing trees. Residents and City Council members have made it clear that the look and feel of Louisiana Avenue is unique with the mature trees and that limiting impacts to existing trees is a high priority. Constructing a trail along the entire length of Louisiana Avenue would result in the removal of 70 mature trees, providing the dedicated bike routes on the parallel side streets and trail reduces this impact to only 15 trees.

4. Private property impacts: The parallel side streets and trail require the least amount of impacts and right of way to be acquired from private properties adjacent to Louisiana Avenue (33% reduction in acquired right of way).

5. Construction cost: The parallel side streets and trail alternative has the lowest overall construction cost.

It is also worth noting that the city allows bicyclists to use sidewalks within the city limits. Bicyclists can use the sidewalks along both sides of Louisiana Avenue between 22nd Street and 14th Street if they do not feel comfortable to share the road with traffic.

**Funding**

We have developed Attachment 1: Funding Data for Scope Change Request, which captures the original application funding amount and the reduction of the bicycle facility costs that is not covered by city funding.

The overall project cost is estimated at $11,695,000, which is significantly higher than the federal funding amount. A summary of the overall project cost and reduction for the proposed scope change is summarized below.

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funding Amount in STIP</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>Estimated Project Cost from Application</td>
<td>$11,985,000</td>
</tr>
<tr>
<td>Project Cost to be Covered by Local Funds</td>
<td>$4,985,000</td>
</tr>
<tr>
<td>Cost of Project Elements being Removed</td>
<td>$290,000</td>
</tr>
<tr>
<td>Change in Project Costs</td>
<td>$(290,000)</td>
</tr>
<tr>
<td>58.41% Federal</td>
<td>$169,389</td>
</tr>
<tr>
<td>41.59% Local</td>
<td>$120,611</td>
</tr>
<tr>
<td>Revised Project Cost</td>
<td>$11,695,000</td>
</tr>
<tr>
<td>Revised Federal Amount</td>
<td>$6,830,611</td>
</tr>
<tr>
<td>Revised Local Amount</td>
<td>$4,864,389</td>
</tr>
</tbody>
</table>
Summary
With the modified scope described above the project goal of reconstructing Cedar Lake Road and
Louisiana Avenue while providing new sidewalk and bikeways where currently not present is still being
met. We believe the proposed design provides an alternate that is just as effective and provides many
advantages over the original application design.

We therefore request the Funding and Programming Committee’s support for scope changes as
described. We also request that the Federal Award amount remains at $7,000,000. If additional
information is needed, please contact me at 952.924.2552 or by email at jshamla@stlouisparkmn.gov.

Sincerely,

Joseph Shamla
City of St. Louis Park

Cc: Colleen Brown, MnDOT Federal Aid Kyle Imholte, Kimley Horn

Att: (1) Funding Data for Scope Change Request
     (2) Project Location Map
     (3) Funding Application Design – Louisiana Ave
     (4) Existing and Proposed Bike Facilities Map
     (5) Current Design – Louisiana Ave
ATTACHMENT 1: FUNDING DATA FOR SCOPE CHANGE REQUEST

Original Application:

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Solicitation Year</td>
<td>2022</td>
</tr>
<tr>
<td>Application Funding Category</td>
<td>Roadways Including Multimodal Elements</td>
</tr>
<tr>
<td>HSIP Solicitation?</td>
<td>No</td>
</tr>
<tr>
<td>Application Total Project Cost</td>
<td>$11,985,000.00</td>
</tr>
<tr>
<td>Federal Award</td>
<td>$7,000,000.00</td>
</tr>
<tr>
<td>Application Federal Percentage of Total Project Cost</td>
<td>58.41%</td>
</tr>
</tbody>
</table>

Project Elements Being Removed:

<table>
<thead>
<tr>
<th>Elements</th>
<th>Original Application Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycle Track</td>
<td>$275,000.00</td>
</tr>
<tr>
<td>Aggregate Base</td>
<td>$15,000.00</td>
</tr>
<tr>
<td><strong>Total Cost of Removed Elements</strong></td>
<td><strong>$290,000.00</strong></td>
</tr>
</tbody>
</table>

New Project Elements:

<table>
<thead>
<tr>
<th>Elements</th>
<th>Original Application Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Cedar Lake Road and Louisiana Avenue Improvements

Legend

- **2024 construction**
- **2025-2026 construction**
- Municipal boundary

Study session meeting of August 28, 2023 (Item No. 5)

Title: Cedar Lake Road and Louisiana improvement projects update (2023-1100 and 2024-1100)
LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100

LOUISIANA AVE IMPROVEMENTS FROM W 23RD STREET TO W WAYZATA BLVD

Kimley-Horn

St. Louis Park
MINNESOTA

LEGEND
- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIAN
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

SCALE
0 25 50 100
FEET
HORIZONTAL

FIGURE 1

Attachment 3
SP 163-296-006 & 163-296-007
LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100

FIGURE 2

LOUISIANA AVE IMPROVEMENTS
FROM W 23RD STREET TO W WAYZATA BLVD

LEGEND
- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIAN
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

Kimley-Horn
St. Louis Park
MINNESOTA

SCALE HORIZONTAL IN FEET
0 25 50 100

MATCH LINE
SEE FIGURE 1

MATCH LINE
SEE FIGURE 3

Attachment 3
SP 163-296-006 & 163-296-007

FIGURE 2
FIGURE 3
LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100

LOUISIANA AVE IMPROVEMENTS
FROM W 23RD STREET TO W WAYZATA BLVD

LEGEND
- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIAN
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

Kimley-Horn
St. Louis Park
MINNESOTA

Attachment 3
163-296-000 & 163-296-007
LOUISIANA AVE IMPROVEMENTS - CITY PROJECT NO. 4024-1100

LOUISIANA AVE IMPROVEMENTS
FROM W 23RD STREET TO W WAYZATA BLVD

LEGEND
- PROPOSED ROADWAY
- PROPOSED CYCLE TRACK
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPED BOULEVARDS
- PROPOSED CONCRETE MEDIANS
- PROPOSED CONCRETE DRIVEWAYS/BUS PADS

MATCH LINE
SEE FIGURE 4

W 14TH ST

W WAYZATA BLVD

Attachment 3
SP 163-296-006 & 163-296-007

FIGURE 5
Louisiana Avenue Improvements

Willow Park
Cedar Knoll Park
Pennsylvania Park
Jersey Park
Northside Park
Lamplighter Park
Carroll Hurd Park
LOUISIANA AVE S
CEDAR LAKE RD
IDAHO AVE S
PENNSYLVANIA AVE S
KENTUCKY AVE S
KENTUCKY LN
14TH ST W
16TH ST W
18TH ST W
22ND ST W
24TH ST W
13TH LN W
1 1/2 ST W
TEXAS AVE S
OREGON AVE S
OREGON CT
RHODE ISLAND AVE S
QUEBEC CT
QUEBEC COR
NEVADA AVE S
OREGON AVE S
MARYLAND AVE S
NEVADA AVE S
OREGON AVE S
TEXAS AVE S
PENN AVE S
QUEBEC DR
MARYLAND AVE S
NEVADA AVE S
OREGON AVE S
DAKOTA AVE S
DIADEMA AVE S
EDGEWOOD AVE S
HAMPSHIRE AVE S
GEORGIA AVE S
ELIOT VIEW RD
COLORADO AVE S
FLORIDA AVE S
2025 construction
2026 construction
2027 construction

St. Louis Park
Middle School
To be completed in 2024

Land use
School
Commercial
High density housing
Municipal boundary

Existing
Trail
Sidewalk
Bikeway
Trail bridge

2025 construction
Street
Sidewalk
Bikeway
Trail

2026 construction
Street
Sidewalk
Bikeway
Trail

2027 construction
Bikeway