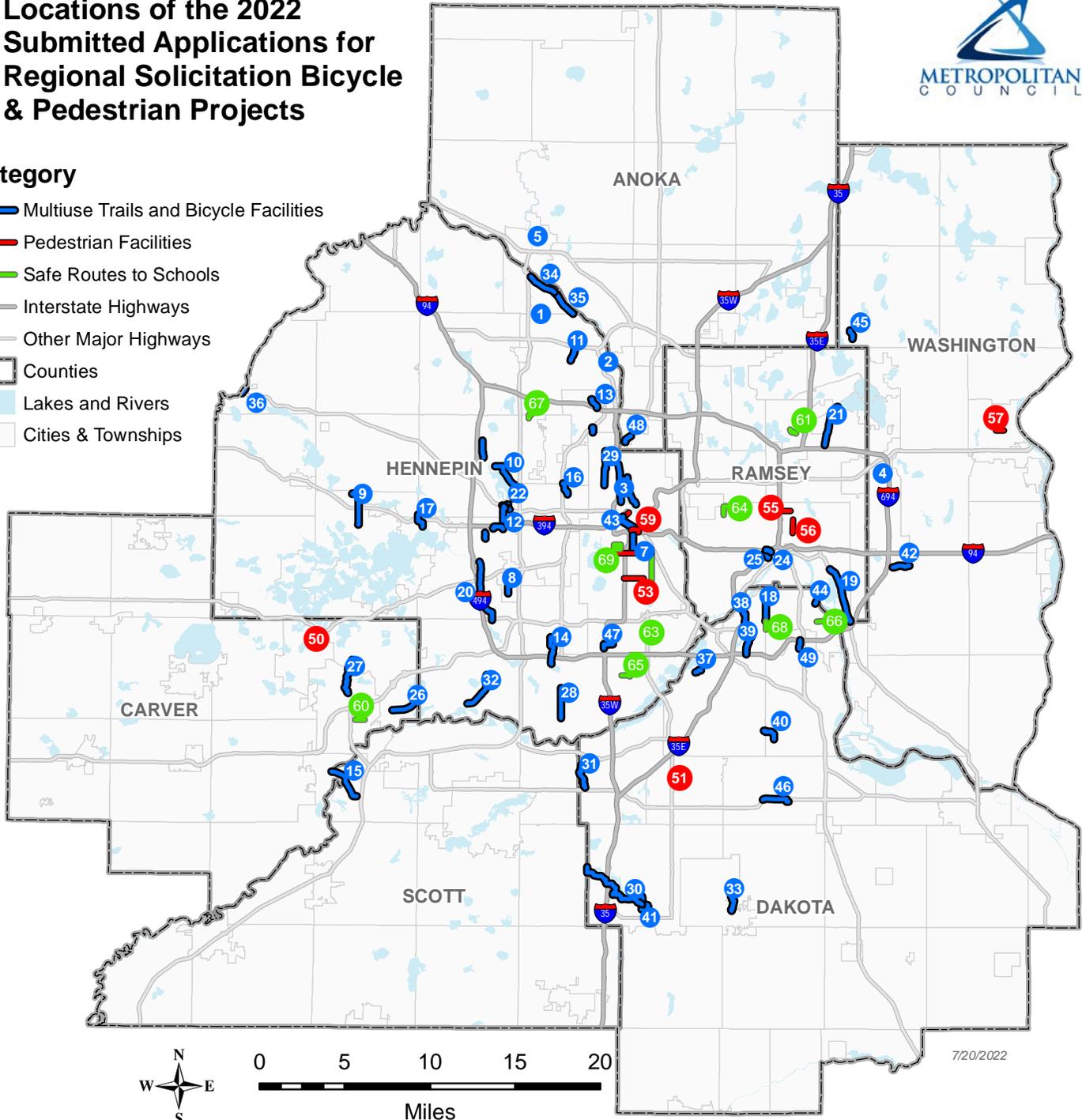


# Locations of the 2022 Submitted Applications for Regional Solicitation Bicycle & Pedestrian Projects



## Category

- Multiuse Trails and Bicycle Facilities
- Pedestrian Facilities
- Safe Routes to Schools
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships



### ● Multiuse Trails

1. Rush Creek Trail
2. TH 252 and Humbolt Ave Ped Bridge
3. Graco Park Trail Connection
4. 40th St Multiuse Trail Bridge
5. City of Anoka 4th Ave
6. CSAH 23 Bikeway Project
7. CSAH 33 and 35 Bikeway Project
8. Nine Mile Creek Regional Trail - Hopkins
9. Lake Independence Regional Trail
10. Medicine Lake Regional Trail
11. Shingle Creek Regional Trail
12. Eagle Lake Regional Trail
13. Shingle Creek Regional Trail I-94 ADA Improvements
14. CP Rail Regional Trail
15. Merriam Junction Regional Trail
16. Bassett Creek Regional Trail
17. Dakota Rail Luce Line Connector
18. Delaware Ave Trail and Sidewalk Connections
19. Point Douglas Regional Trail Phase 1
20. Bryant Lake Regional Trail Construction
21. Phase 1 Bruce Vento Regional Trail Extension
22. Plymouth Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail
23. 2nd St North Bikeway
24. Capital City Bikeway Buildout: Phase 3 Kellogg Blvd

### ● Pedestrian Facilities

25. Capital City Bikeway Buildout: St. Peter St.
26. MN River Bluffs Regional Trail
27. Ravine Trail
28. Normandale Blvd and Sidewalk
29. Northside Greenway Phase 1
30. Lake Marion Greenway
31. Lake Marion Greenway Trail Gap
32. Flying Cloud Drive Trail
33. Farmington CSAH 64 to Downtown
34. West Mississippi River Regional Trail TH 169
35. West Mississippi River Regional Trail Douglas Dr
36. Crow River Regional Trail: Lk Rebecca
37. Minnesota River Greenway Railroad Overpass
38. Dakota County River to Greenway from TH 149
39. Dakota County Mendota to Lebanon Hills Greenway
40. Dakota County Veterans Memorial Greenway
41. Dodd Blvd Multiuse Trail and Greenway
42. Tamarack Road Trail Project
43. Downtown Minneapolis 9th and 10th St. Bikeway
44. Bryant Ave Pedestrian Bridge
45. Hardwood Creek Regional Trail Extension
46. CSAH 42 Trail and Underpass
47. 73rd St Bridge Modernization
48. C 2 Bridge Trail
49. Babcock Trail Gap

### ● Safe Routes to Schools (SRTS)

50. 78th St Pedestrian Overpass
51. Cedar Ave Bridge at 140th St
52. CSAH 23 Pedestrian Project
53. 42nd St Pedestrian Improvements
54. CSAH 3 Pedestrian Project
55. Arlington Ave Sidewalk Infill
56. Payne Ave Pedestrian Safety Improvements
57. CSAH 5 Pedestrian Facility
58. 1st Ave North Pedestrian Improvements
59. Elliot Park Neighborhood Ped Improvements

### ● Pedestrian Facilities

60. Engler Blvd Trail Gap
61. Edgerton St/Koehler Rd Trail
62. South and Folwell Safe Routes to School Improvements
63. Centennial Elementary at 73rd
64. Chelsea Heights Elementary Pedestrian Improvements
65. Valley View Safe Routes to School
66. Marie Ave
67. Meadow Lake Elementary
68. Delaware Ave Trail Gap and School Safety Improvements
69. Whittier Elem Safe Routes to Schools Improvement

# 2022 REGIONAL SOLICITATION

Multiuse Trails and Bicycle Facilities



# CSAH 23 (Marshall St NE) Bikeway Project

Attachment 01| Project Narrative

## Project Name

CSAH 23 (Marshall St NE) Bikeway Project

## City(ies)

Minneapolis

## Commissioner District(s)

2

## Capital Project Number

CP 2984500

## Project Category

Bikeway

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

4/7/2022

## Project Summary

Construct an off-street bi-directional protected bikeway and replace sidewalk facilities along the west side of Marshall Street NE (CSAH 23) from 3rd Avenue NE to Lowry Avenue NE (CSAH 153) in the City of Minneapolis.

## Roadway History

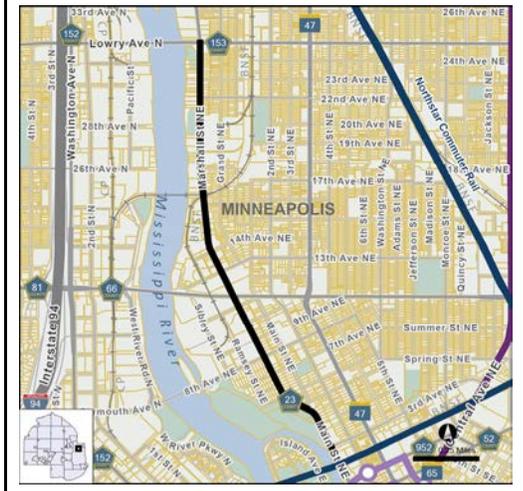
The existing roadway (last reconstructed in 1959) lacks dedicated facilities for people biking along this key north/south corridor that parallels the Mississippi River throughout Northeast Minneapolis. In addition, the existing accommodations for people walking are relatively uncomfortable as the sidewalk facilities are in poor condition, no consistent boulevard space exists, and walking paths are often obstructed by utility poles and fire hydrants.

## Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety for people walking and biking through the construction of a protected bikeway and corresponding boulevard and sidewalk improvements along the west side of Marshall Street NE (CSAH 23). Northeast Minneapolis currently lacks a comfortable north/south connection for people biking, and the proposed project will provide an All Ages and Abilities facility that connects to the surrounding bikeway transportation network.

## Project Risks & Uncertainties

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	4,720,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,210,000
Design Services: \$	780,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	520,000
Contingency: \$	1,420,000
<b>Total Project Budget: \$</b>	<b>7,930,000</b>

## Funding Notes

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

Attachment 01 | Project Narrative

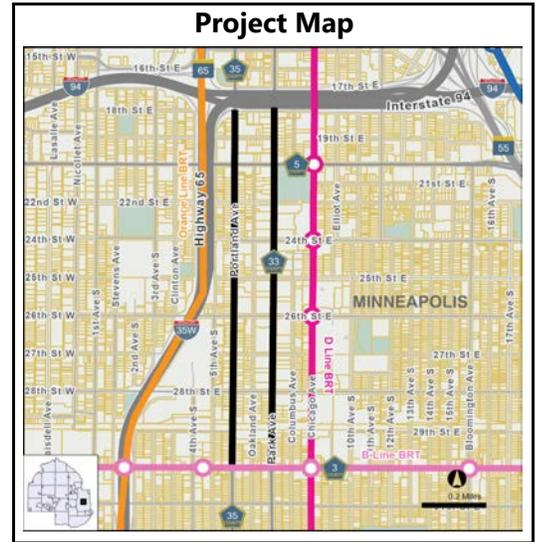
<b>Project Name</b>	
CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project	
<b>City(ies)</b>	
Minneapolis	
<b>Commissioner District(s)</b>	
4	
<b>Capital Project Number</b>	<b>Project Category</b>
CP 2220300	Bikeway
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
Emily Buell	4/8/2022

**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 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
<b>Total Project Budget:</b>	<b>\$ 10,740,000</b>

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

# Nine Mile Creek Regional Trail: 11th Avenue Reconstruction *(Multi-Use Regional Trail)*

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Minnesota River Bluffs Regional Trail and 7th Street along 11th Avenue in Hopkins, Hennepin County

**Total Project Cost** – \$950,000

**Requested Federal Amount** - \$760,000

**Local, Secured Match Amount** - \$190,000

### Project Description:

This project includes removal of 2,200 feet (~0.4 miles) of end-of-useful life concrete sidewalk/bituminous trail and replacement with a 10 foot wide, multi-use bituminous trail. The project increases connectivity by removing the final gap in the entire 12 mile regional trail corridor and seamlessly connecting the Nine Mile Creek Regional Trail with the MN River Bluffs, Lake Minnetonka, Cedar Lake and North Cedar Regional Trails which all converge in Hopkins. Additionally, the project is part of the broader Hopkins pedestrian and biking network designed to connect people walking and biking to the SWLRT corridor and its stations.



Project Location

### Proposed Project Elements:

- Remove end-of-useful life sidewalk/trail and replace it with a 10-foot-wide paved, multi-use and two-directional trail that meets regional trail standards and is physically separated from vehicles
- Installation of ADA compliant curb ramps and truncated domes at all road crossings
- Replace 210 feet of failing retaining wall directly adjacent to the trail
- Enhance wayfinding and associated connectivity of the existing Nine Mile Creek Regional Trail through consistent design and distinguishable differences from the local sidewalk network
- Creative design to address pinch points at an existing railroad bridge, bus stop and creek crossing.

### Proposed Benefits Include:

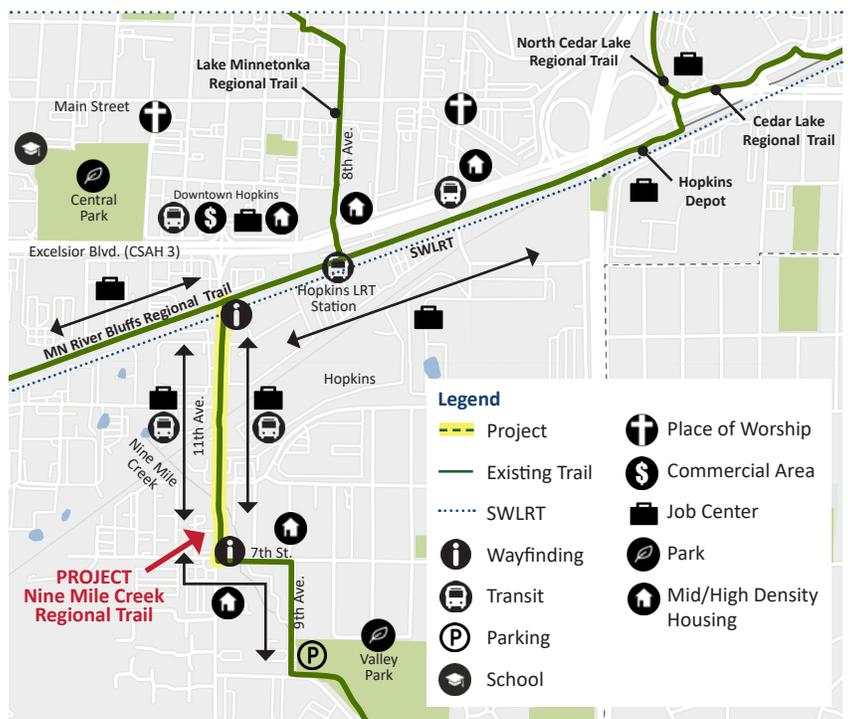
- Direct and purposeful access to downtown Hopkins' retail and commercial district, light rail transit, Hopkins Artery, and Valley Park via this project and associated regional trails.
- Consistent, level, and stable trail surface across the entire 12 mile Nine Mile Creek Regional Trail serving users of all abilities and ages.
- Improved safety of all trail users by physically separating them from vehicles and providing an appropriately designed facility to meet multiple user types needs.
- ADA accessible route and road crossings.

### Desirable After Condition:



**Urban Trail Examples:** These photos show the desired after conditions of the 11th Avenue corridor including how the trail could go under the existing railroad bridge.

### Project Map



**Transportation Facts:** A 2015 bicycle parking study completed by the SWLRT project concluded that the Hopkins LRT station would see an average daily bicycle parking demand for 77 bicycles. The Shady Oak station demand is anticipated at 46 bicycles. Both stations are less than ½ mile via trail from this project location.

Demand for safe places to bike, walk and run is evident by regional trail visitation. Nine Mile Creek Regional Trail receives 435,000 annual visits with 17% of visits serving a transportation function. This will continue to grow with the completion of this project and direct connection to the SWLRT and the four other regional trails in Hopkins - of which three receive over 500,000 annual visits and have over 30% of visits attributed to transportation purposes.

# Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103 Project Summary



<b>Applicant:</b>	City of Brooklyn Park
<b>Project Location:</b>	Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County
<b>Total Project Cost:</b>	\$1,322,000
<b>Requested Federal Dollars:</b>	\$1,057,600

## Project Description:

The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,600 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

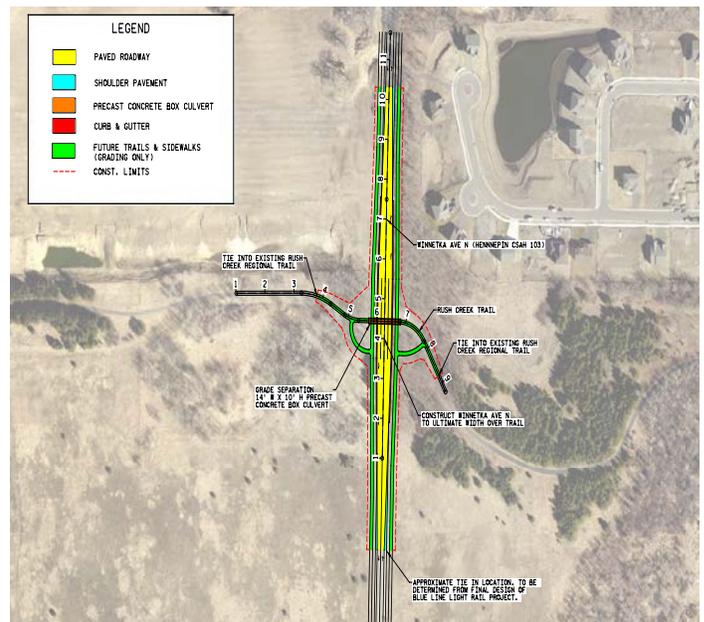
## Proposed project elements include:

- A grade-separated underpass at Winnetka Avenue (CSAH 103).
- A new north-south concrete sidewalk with ADA compliant curb ramps along the western side of Winnetka Avenue (CSAH 103) that connects to the Rush Creek Regional Trail.

## Project benefits include:

- Strengthen the Brooklyn Park's alternative transportation network, support active living, and expand transportation options.
- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Under-served residents will benefit from better access to the area's jobs and improved transit facilities/routes.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.

## Project location:



## Existing conditions:



# TH 252/Humboldt-81st Avenues Pedestrian Bridge Project Summary



<b>Applicant:</b>	City of Brooklyn Park
<b>Project Location:</b>	TH 252 at Humboldt-81st Avenues
<b>Total Project Cost:</b>	\$3,930,000
<b>Requested Federal Dollars:</b>	\$3,144,000

## Project Description:

New bicycle and pedestrian bridge across TH 252 at Humboldt Avenue/81st Avenue in Brooklyn Park. TH 252 is a Principal Arterial highway carrying between 57,000 and 66,000 vehicles per day. At this intersection, TH 252 is configured as a four-lane expressway with a speed limit of 55 miles per hour, with crossing distances of up to 200 feet (the longest in the corridor). TH 252 is currently operating over its design capacity, with significant congestion at peak hours and crash rates among the worst in Minnesota; it has been identified as a significant pedestrian and bicycle barrier in the Regional Bicycle Transportation Network.

For these reasons, TH 252 has been identified in multiple studies as a candidate for grade separation and/or freeway conversion. It is currently the subject of MnDOT’s Hwy 252/I-94 Environmental Review, which is expected to select a preferred highway design alternative through a Draft Environmental Impact Statement (DEIS) process by 2023, with construction to begin in 2026. MnDOT’s Draft Purpose and Need Statement has identified walkability and bikeability along TH 252 as primary needs of the project, which will be addressed in the design of all highway alternatives advanced through the DEIS process. The City of Brooklyn Park expects upgraded pedestrian and bicycle crossings to be included in the reconstruction of TH 252 and aims to implement the TH 252 and 81st Avenue/Humboldt Avenue Pedestrian Bridge along with MnDOT’s construction project (likely through a joint procurement).

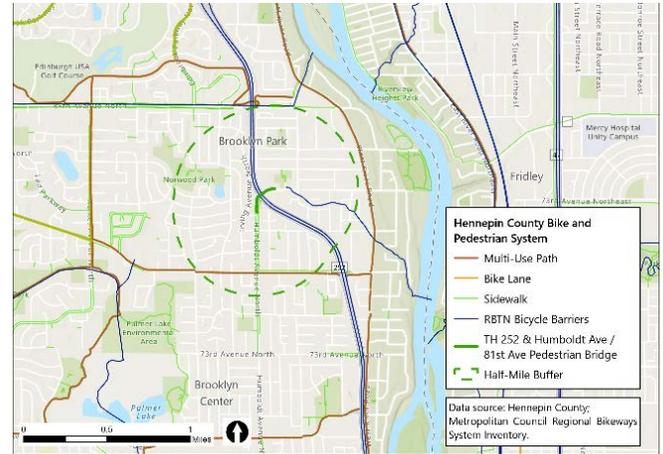
The City of Brooklyn Park would agree to operate and maintain the pedestrian bridge for the life of the project. Conceptual design drawings shown in this grant application are from the 2019 Hennepin County-led Environmental Assessment phase; final design would be incorporated in the MnDOT-led DEIS process.

When complete, the TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will bring safe, multimodal transportation access to residents and visitors, enhancing livability and sustainability of Brooklyn Park and surrounding communities.

## Project benefits include:

- Enable safe crossing of TH 252 at a high-speed, high-crash location.
- Enhance pedestrian and bicycle accommodations for all users, including people with disabilities.
- Facilitate connections to nearby destinations, including schools, local and regional parks, and shopping centers.

## Project location:



## Conceptual Design:



## Existing conditions:



# Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Between the Baker Park Reserve and Luce Line State Trail along 6th Ave (CSAH 6) and Old Crystal Bay Road in Orono, Hennepin County

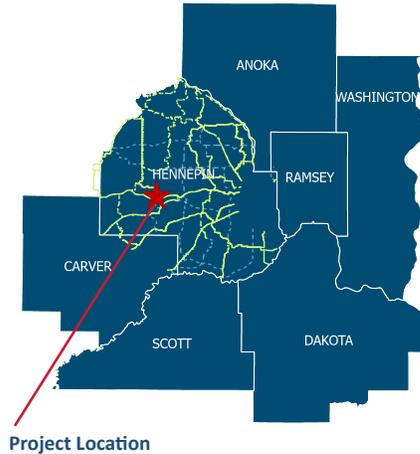
**Total Project Cost** – \$2,587,500

**Requested Federal Amount** - \$2,070,000

**Local, Secured Match Amount** - \$517,500

### Project Description:

This project includes reconstruction and widening of 2.2 miles of end of useful life regional trail between Baker Park Reserve and the Luce Line Regional Trail through the City of Orono and directly adjacent to downtown Long Lake. The trail is along 6th Ave (CSAH 6) and Old Crystal Bay Road and includes existing and planned connections to the future Baker-Carver and Diamond Lake Regional Trail, CR112 trail through Long Lake and Lake Independence Regional Trail extension to Noerenberg Gardens and Dakota Rail Regional Trail.



Project Map

### Proposed Project Elements:

- Reconstruct and widen 2.2 miles of end of useful life off-road, multi-use paved regional trail
- Improve crossing of CSAH 6 adjacent to Orono High School, Orono Middle School and Schumann Elementary School (RRFB will be considered)
- Improve/update pedestrian ramps at road crossings to ADA standards where needed

### Proposed Benefits Include:

- Provide a safe, level, smooth and consistent surface trail surface for people of all ages and abilities.
- Provide safer access and crossing of CSAH 6 for kids biking and walking to the adjacent schools.
- Improve connectivity to adjacent commercial/retail, senior housing, other higher density housing complexes, parks (including Baker Park Reserve) and trails.
- Improve the area’s livability, supports active living and provides a safe, direct transportation option to those without access to a vehicle or whom choose to commute by foot or bike.
- Reduced parking need and vehicle congestion in downtown Long Lake (identified City concern) by improving a non-motorized route to local and regional residents wishing to visit this retail and commercial hub.

### Desirable After Conditions:



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

**Use:** The Lake Independence Regional Trail receives 100,000 annual visits including 10% directly attributed to transportation. The use and percent of transportation is anticipated to increase with the improved pavement conditions by creating a safer and more enjoyable experience. Use will also increase with the other planned and proposed trail connections in close proximity to the project area.

# Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth

(Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) along Northwest Boulevard (CSAH 61) and between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (except a few short recently reconstructed sections) in Plymouth, Hennepin County

**Total Project Cost** – \$3,604,167

**Requested Federal Amount** - \$2,883,333

**Local, Secured Match Amount** - \$720,833

### Project Description:

This project includes reconstruction of 3.75 miles of end-of-useful life bituminous trail in Plymouth. A 1-mile section of trail pavement along Northwest Boulevard (CSAH 61) between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) was constructed in 1992/93 as an 8' wide trail with 3" of bituminous on 4" of aggregate by the City of Plymouth and has not received any preventative pavement maintenance since construction. It was classified as poor condition five years ago and has declined even further since then. The City is transferring this segment to the Park District where it will officially become part of the Medicine Lake Regional Trail corridor (est. annual visits: over 700,000). In recognition of the pavement condition and the regional importance of the corridor (est. summer visits accessing French Regional Park via this trail: 18,095 or 197/day), the Park District plans to completely reconstruct this trail segment, bring it up to regional trail standards and ADA compliance, and then pursue preventative pavement management consistent with all Park District paved trails. The project will add a high priority local trail connection to the neighborhood to the east at Rockford Road (CSAH 9) where access is limited and not convenient.

The project also includes reconstruction of 2.75 miles of end-of-useful life regional trail (constructed in 1998 and maintained regularly with microsurfacing, crack sealing, etc.) between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (est. summer visits accessing French Regional Park via this trail: 16,643 or 181/day). ADA improvements will occur where needed.

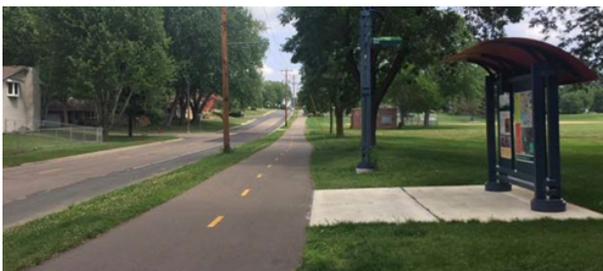
### Proposed Project Elements:

- Reconstruct 3.75 miles of end-of-useful life trail addressing safety concerns of uneven/stable surface and widen 1-mile from 8 feet to 10 feet to better support two-directional, multi-use travel
- Make ADA improvements at two road crossings
- Add one local connection

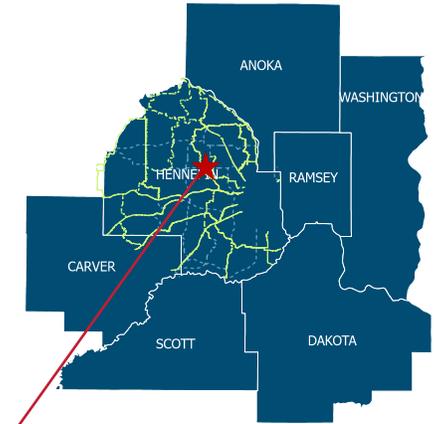
### Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Improved connectivity to adjacent commercial/retail areas, job centers Metro Transit, churches, parks and several higher density housing complexes.
- Seamless access and connectivity between local and regional trail systems

### Desirable After Conditions:

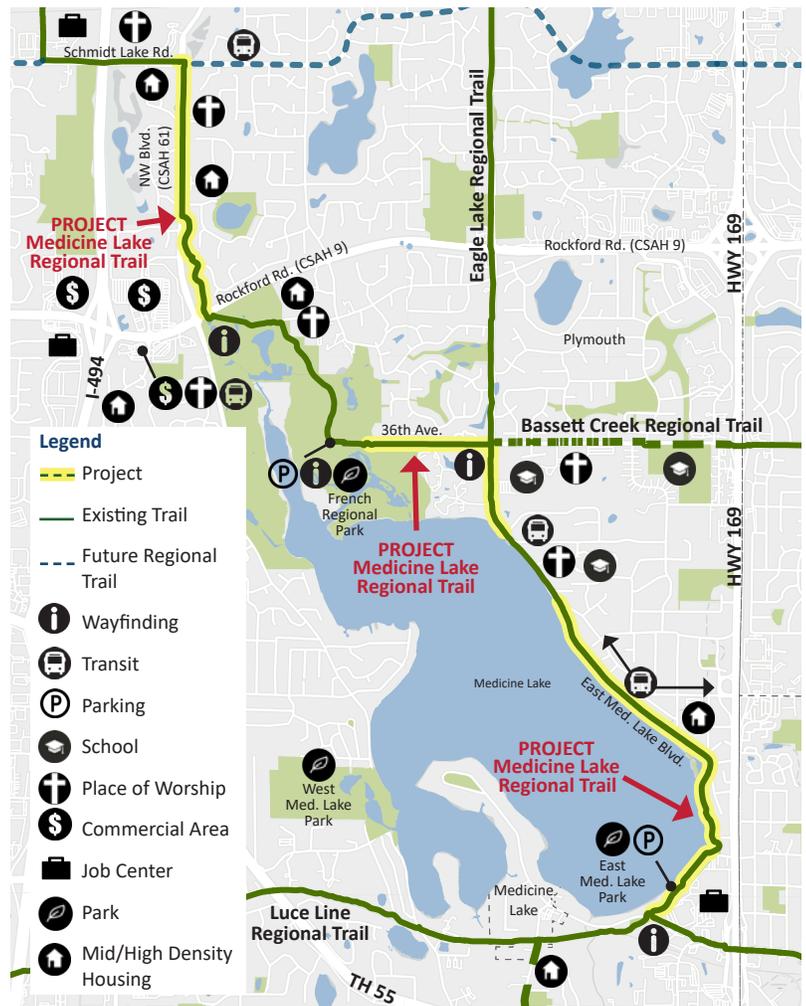


**Typical regional trail along road in suburban setting:** This photo shows a typical example of post reconstruction.



Project Location

### Project Map



# Shingle Creek Regional Trail: Noble Parkway Reconstruction (Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between 95th Ave. and 400' South of Prestwick Parkway along Noble Parkway in Brooklyn Park, Hennepin County

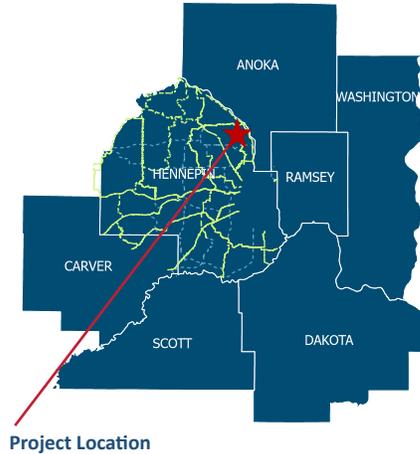
**Total Project Cost** – \$1,567,500

**Requested Federal Amount** - \$1,254,000

**Local, Secured Match Amount** - \$313,500

### Project Description:

This project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk (constructed in 1997/97) with a multi-use bituminous regional trail along the east side of Noble Parkway between 95th Avenue North and 400 feet south of Prestwick Parkway across Hwy 610.

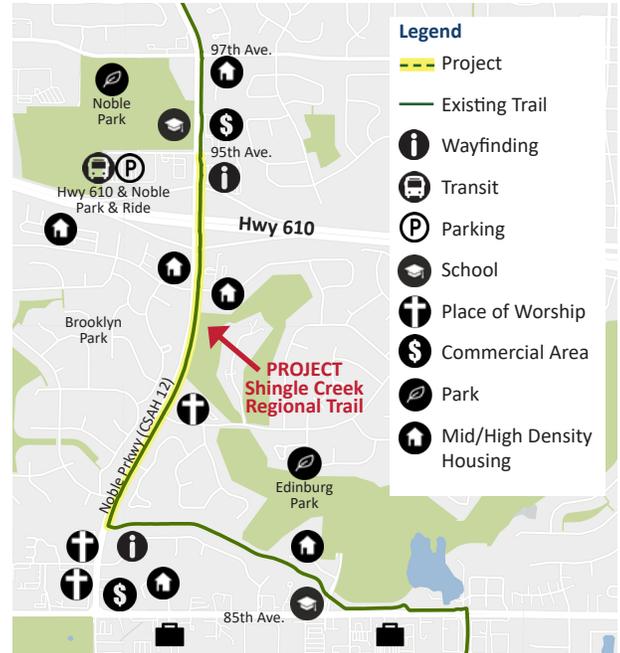


### Proposed Project Elements:

- Remove 0.84 miles of existing sidewalk and replace with a 10' wide bituminous trail with center line striping and which meets regional trail standards
- Replace 6 curb ramps at 3 road intersections for ADA compliance

### Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Clearly define the regional trail route through residential and commercial areas.
- Connections to adjacent commercial/retail areas, Metro Transit park and ride, churches, parks and several higher density housing complexes.



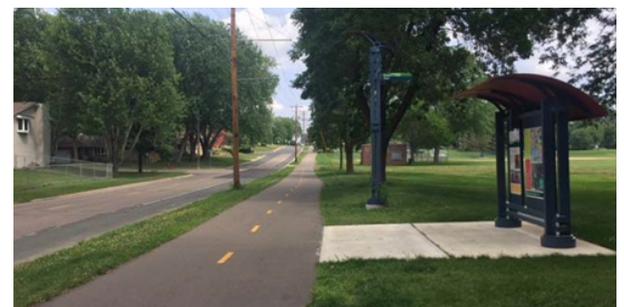
**Project Map**

**Use:** Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail's annual use is attributed to transportation related purposes.

### Desirable After Conditions:



▲ **Adjacent Shingle Creek Regional Trail Segment:** The photo above shows the trail section just north of the project area which underwent the same concrete sidewalk to bituminous trail conversion a few years ago. The design of the facility supports wayfinding along the trail route which is an important consideration as new users and underrepresented community members often cite fear of getting lost as barriers to participation. In addition, the facility/trail design reinforces its multi-use and two way directional traffic where as the previous sidewalk facility was not a welcoming environment or obvious allowable space for people biking.



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

# 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

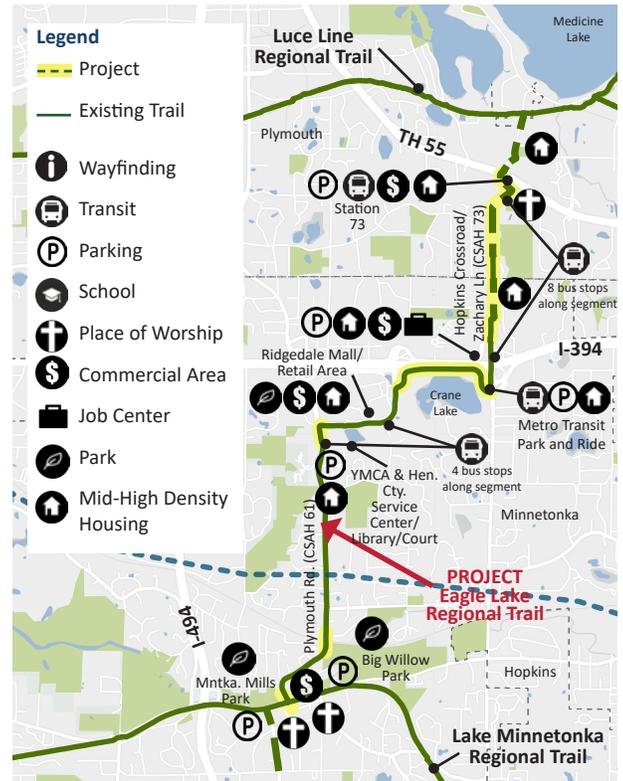
This regional trail, when fully complete, is projected to receive 355,000 visits per year (16%; 56,800 are anticipated to be transportation related).

### 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 livability, 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.

# Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Within Palmer Lake Park, Shingle Creek Parkway and Center Brook Golf Course/Lions Park in Brooklyn Center, Hennepin County

**Total Project Cost** – \$3,085,000

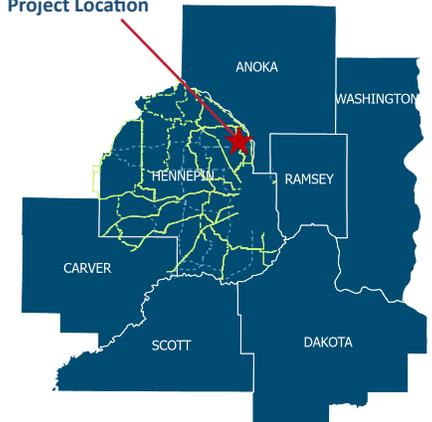
**Requested Federal Amount** - \$2,468,000

**Local, Secured Match Amount** - \$617,000

### Project Description:

The project will realign 0.5 miles of existing trail that floods frequently (North and Central Segments) and realign 0.5 miles of end-of-useful life regional trail (South Segment). The project was identified through ongoing engagement with equity populations who are overrepresented in Shingle Creek Regional Trail’s service area and, in some cases, underrepresented in its users. The project addresses the major barriers that prevent BIPOC, youth, people with disabilities, and senior citizens from using the trail: flooding, degraded pavement, unsafe turns, and insufficient wayfinding and orientation. The project directly connects to two pedestrian and bicycle grade-separated crossings over Interstate 94 and TH 100 (weekday use: 100 users/day & weekend use: 150 user/day) helping to connect different areas of the community to each other, connects residents to major retail and job centers around the Shingle Creek Crossing Shopping Center (former Brookdale Mall site) and provides convenient walking/biking access to Brooklyn Center’s Transit Hub, Hennepin County Regional Center (library, court, library and human services), City Hall and Community Center.

### Project Location



### Proposed Project Elements:

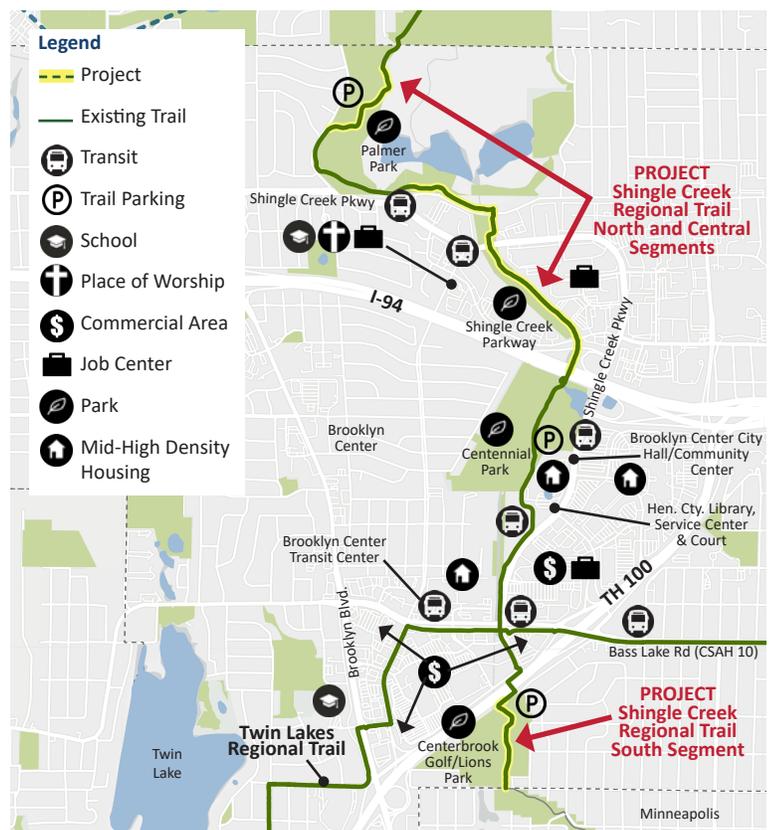
- North & Central Segments: Realign and reconstructing 0.5 miles of existing trail through Palmer Lake Park and Shingle Lake Parkway along Shingle Creek to eliminate flooding closures.
- South Segment: Realign 0.5 miles of end-of-useful life regional trail in Centerbrook Golf Course / Lions Park to improve trail surface conditions, eliminate three blind turns, and physically separate trail users from golf cart paths. Implement trail design consistent with the regional trail network (10’ wide bituminous, two-way trail with yellow center striping) to serve as wayfinding and assure users they are on their intended route.
- Entire Project: Install directional signage at parks, trails, and major bicycle and pedestrian routes.

**Use:** Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail’s annual use is attributed to transportation related purposes.

### Proposed Benefits Include:

- Providing consistent and reliable year-round trail service by eliminated flooding closures;
- Improving community cohesion/access to active transportation for equity populations including BIPOC and recent immigrants;
- Providing high quality, low cost transportation and recreation to affordable housing residents and cost-burdened households;
- Connecting to two Tier 1 RBTN Corridors centered on Brooklyn Blvd and Brookdale Dr N;
- Improving continuity across jurisdictions by providing a continuous, well-maintained facility between Brooklyn Center and Minneapolis, and connecting to Rush Creek Regional Trail and Twin Lake Regional Trail (both Tier 2 Alignments) and the City of Minneapolis’ trail network,
- Supporting multimodal trips with a protected trail facility to the C Line and planned D Line BRT and 4 Metro Transit Routes 7 with service to downtown Minneapolis, Target North Campus, Maple Grove Transit Center, and the University of Minnesota; and
- Providing a safe trail corridor for all ages, abilities, cultural backgrounds, and modes of travel.

### Project Map



Desirable After Condition

Flat, level surface; reliable, year round; & clear sight lines and route

# CP Rail Regional Trail: Bloomington/Edina Construction (Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Hyland Park Reserve (84th St.) and Nine Mile Creek Regional Trail (70th St.) along East Bush Lake Road (CR 28), Bush Lake Road, Dewey Hill Avenue and Cahill Road in Bloomington and Edina, Hennepin County

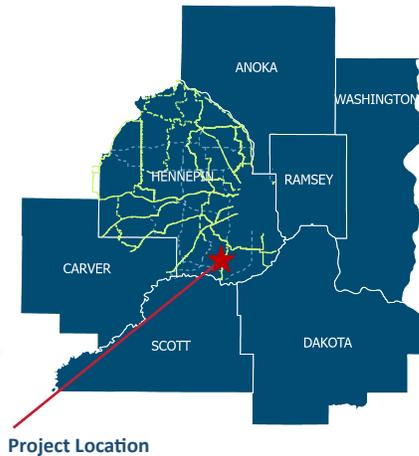
**Total Project Cost** – \$5,832,300

**Requested Federal Amount** - \$4,665,840

**Local, Secured Match Amount** - \$1,166,460

### Project Description:

The proposed project will construct 1.75 miles of new multi-use trail, that – in combination with existing Hyland Trail – will create a continuous and contiguous north-south non-motorized corridor (CP Rail Regional Trail) spanning from Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.



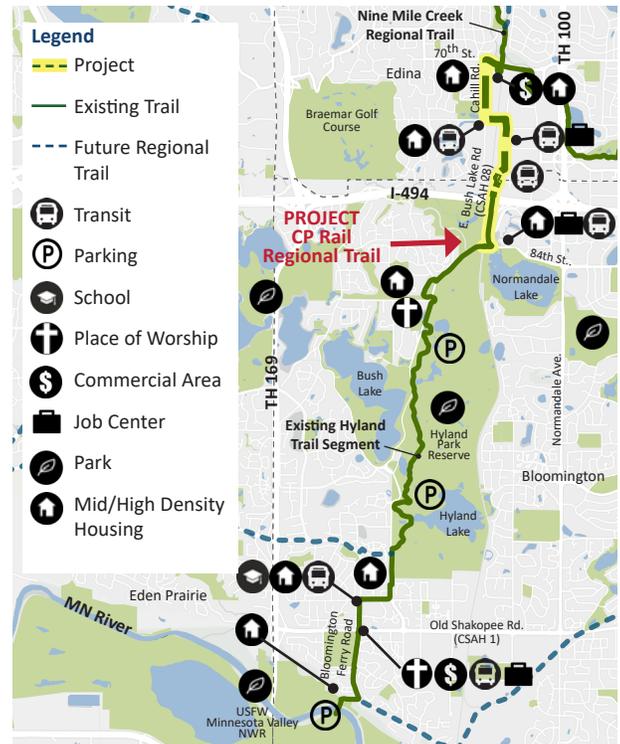
The project is located between 70th Street/Nine Mile Creek Regional Trail and West 84th Street/Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington.

### Proposed Project Elements:

- Constructing a 1.75 mile of 10-foot wide, off-road/protected, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps and audible pedestrian crossing aides.
- Providing a safe, multi-use crossing of I-494 at Bush Lake Road and a signalized trail crossing of CP Railroad at Dewey Hill Road (Tier 2 Regional Bicycle Crossing Improvement Area).
- Installing appropriate directional wayfinding at intersections with existing parks, trails, and major bicycle and pedestrian routes; kiosks; and rest stops.

### Proposed Benefits Include:

- Providing a safe and comfortable trail corridor for all ages, abilities, and travel modes;
- Connecting to a Nine Mile Creek Regional Trail (Tier 1 Alignment);
- In combination with Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (Tier 1 Alignments);
- Passing through and connecting Highwood Drive and Edina Industrial Boulevard (Tier 1 Corridors);
- Improving continuity between jurisdictions by providing a continuous facility between Bloomington and Edina;
- Provide a protected pedestrian and bicycle facility to three existing transit routes, with service to the METRO Orange Line, Mall of America, downtown Minneapolis, and the University of Minnesota;
- Extending trail service to a Regional Job and Activity Center on Edina Industrial Boulevard, two regional environmental justice areas, and five affordable housing communities;
- Enabling car-free trips to William Wardell Lewis Park, North Corridor Park, South Corridor Park, Mt. Normandale Lake Park, Highland Lake Park Reserve, Bush Lake Recreation Area and Park Reserve, Dred Scott Playfield, and the Minnesota Valley National Wildlife Refuge, proposing equitable access to parks and natural resources; and
- Increasing access to education and employment opportunities for residents without access to a personal vehicle.



**Project Map** - shows CP Rail Regional Trail (project) and Hyland Trail to show the north-south functionality of the combined trails and importance of the missing link (project)

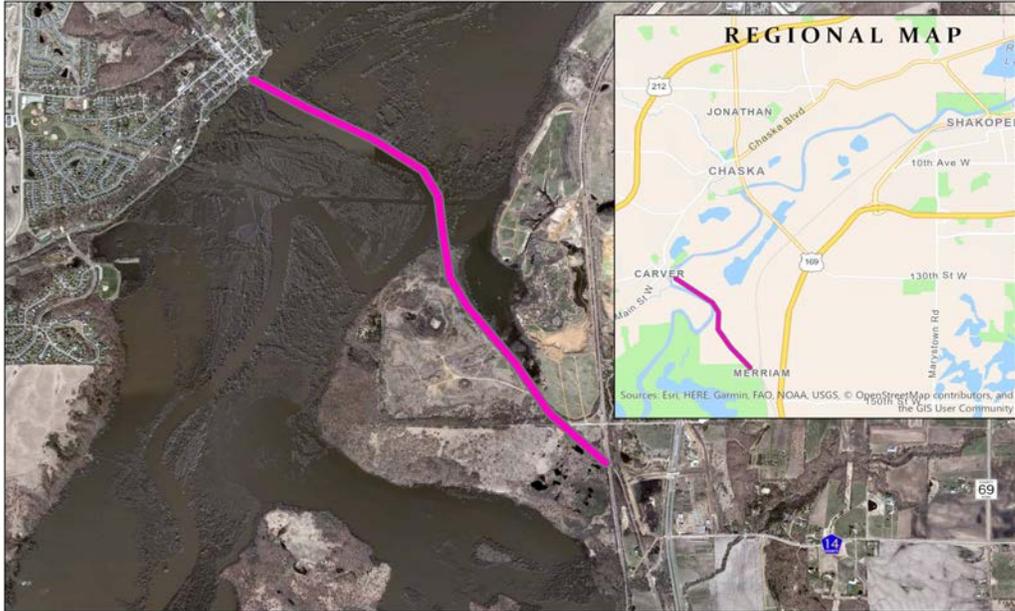
### Desirable Conditions:



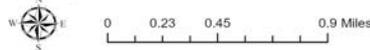
**Typical regional trail along road through a more developed setting:** The above photo shows an example of what the trail will look like following construction.

# Merriam Junction Regional Trail Project

**Applicant:** Scott County    **Counties where project is located:** Scott & Carver  
**Location:** City of Carver and Louisville Township    **Requested award amount:** \$5,500,000



PROJECT LOCATION MAP



## Project Description

The project includes a pedestrian crossing of the Minnesota River from the City of Carver to the Fish and Wildlife Service Louisville Swamp Recreation Area in Scott County. This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers recreational access to many populations in the region. The trail has relatively flat grades, as a former railroad corridor. The trail project has scenic views of the Minnesota River and local wildlife. The project will provide a healthy and safe river crossing alternative for all residents of Scott and Carver counties.

## Benefits

- The project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor.
- The project provides significant safety benefits by eliminating pedestrian/vehicle and bicycle/vehicle conflict points as it would be the only non-motorized crossing of the Minnesota River Between Scott County and Carver County.
- This non-motorized pedestrian and bicyclist connection will improve accessibility for residents of Scott County and Carver County.
- This river crossing provides an alternative recreational area that will increase the quality of life of those who utilize it.



# Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Between TH 100 to Duluth Street (CSAH 66) along Unity Ave., Toledo Ave., Scott Ave., and Regent Ave. and between Bonnie Lane and Theodore Wirth Parkway along Golden Valley Road (CSAH 66) in Golden Valley, Hennepin County

**Total Project Cost** – \$3,255,800

**Requested Federal Amount** - \$2,604,640

**Local, Secured Match Amount** - \$651,160

### Project Description:

The project will construct one new segment (East Segment) and reconstruct/realign one existing segment (West Segment) of multi-use trail that in partnership with two other funded /projects will complete the Bassett Creek Regional Trail, providing a contiguous facility from Theodore Wirth Parkway to French Regional Park/Medicine Lake Regional Trail (6.8 miles).

The East Segment (.25 miles) will construct a new trail on the south side of Golden Valley Road (CSAH 66) between Bonnie Lane and Theodore Wirth Parkway (RBTN Tier 1 Alignment). The West Segment (.7 miles) will reconstruct and realign 0.7 miles of local end-of-useful life trail (RBTN Tier 2 Alignment) between TH 100 and Regent Ave N and construct 500' of new regional trail on the west side of Regent Ave N to Golden Valley Road. A regional trail connecting the segments is fully funded for construction in 2024. The project will leverage this investment to provide a consistent facility that will improve user experience, safety, and orientation.

Existing facilities along the project alignment are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, narrow widths, and inconsistent signage. The East Segment experiences high numbers of crashes, and trail users and residents have safety concerns over speeding and distracted driving. The West Segment floods frequently; the final realignment will follow recommendations from a current study by Golden Valley.

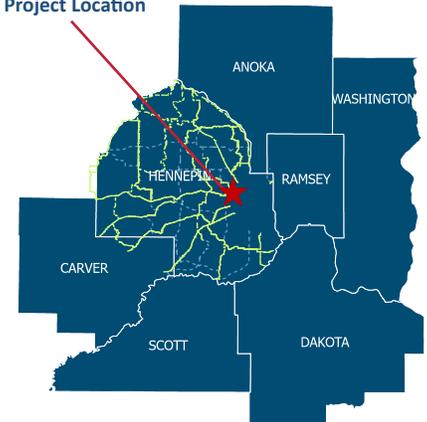
### Proposed Project Elements:

- A 10-foot wide, off-street, protected bituminous trail between TH 100 and Golden Valley Road and Bonnie Lane and Theodore Wirth Parkway, meeting all ADA requirements.
- Improved at-grade crossings, including accessible curb ramps
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts. Roadway will be narrowed where needed to accommodate trail.
- Curb reconstruction and associated storm sewer work along impacted curb line.
- Trail realignment to avoid flood closures.
- Trail wayfinding consistent with the regional trail system.

### Proposed Benefits Include:

- Expand transportation options for equity populations throughout the service area,
- Improve access to existing transit routes 14 (service to Robbinsdale Transit Center and downtown Minneapolis) and 764 (express service to downtown Minneapolis) and the future METRO Blue Line Extension LRT West Broadway Route,
- Connect to Theodore Wirth Regional Park, Minneapolis' Grand Rounds trail network, and other community amenities, and
- Provide a safe corridor for all ages, abilities, and travel modes, improving bikeway continuity across Plymouth, New Hope, Crystal, Golden Valley, and Minneapolis.

Project Location



Desirable After Conditions:

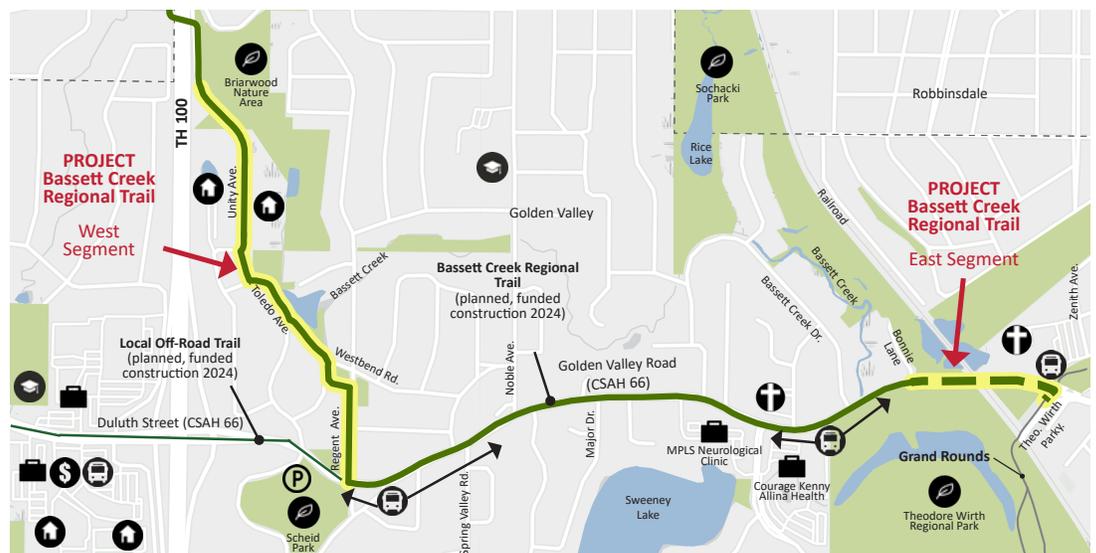


Typical regional trail along road through a more developed setting: The above photo shows an example of what the trail will look like following construction.

### Project Map

**Legend**

- Project
- Existing/Planned Trail
- 🚗 Transit
- P Parking

# Dakota Rail – Luce Line Connector (Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Luce Line State Trail and Dakota Rail Regional Trail along Barry Avenue, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

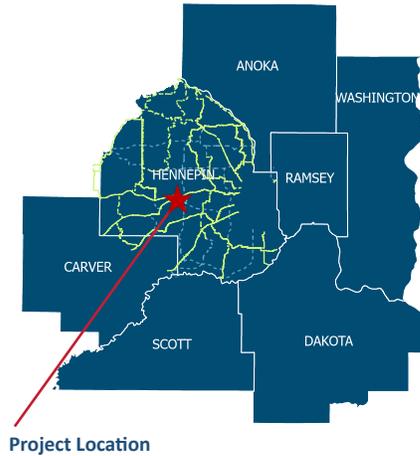
**Total Project Cost** – \$3,426,666

**Requested Federal Amount** - \$2,741,333

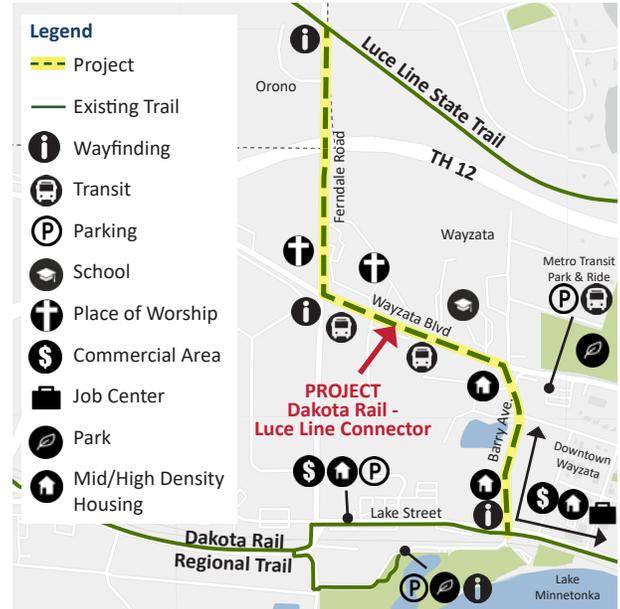
**Local, Secured Match Amount** - \$685,333

### Project Description:

This project includes construction of 0.9-miles of new multi-use, paved regional trail between the Dakota Rail Regional Trail (475,000 annual visits) in downtown Wayzata and the Luce Line State Trail in Orono filling a critical gap in the non-motorized transportation system. The off-road trail is planned within the public rights-of-way along Ferndale Road, Wayzata Boulevard and Barry Ave. Additionally, the new trail will provide indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver and Diamond Lake Regional Trails.



Project Location



Project Map

### Proposed Project Elements:

- Construct a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconstruct the TH 12 - Ferndale Road bridge deck to accommodate a 12' to 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

### 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 one significant barrier (TH 12).
- Improves the area's liveability, supports active living and provides a safe, direct transportation option for those without access to vehicle or whom choose to commute by foot or bike.
- Projected use is 76,600 trips per year of which 17% are anticipated to be transportation related.
- Connects to 3 existing bus stops and 1 Metro Transit Park and Ride, 2 churches, several parks, middle school, downtown Wayzata - a local commercial and job center and several existing higher density housing complexes.

### Desirable After Conditions:



▲ **Typical regional trail along road with limited right-of-way/urban setting:** The above photo shows what the trail will look like for the majority of the corridor.



▲ **Typical regional trail across existing highway overpass:** The above photo shows how bridge redecking would create space to accommodate the regional trail on the east side.

# Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

## DAKOTA COUNTY

### PROJECT DESCRIPTION

The Delaware Avenue (CSAH 63) trail and sidewalk project will fill an important pedestrian and bicycle connection in the regional and local network. The project will provide a trail on the west side of Delaware Avenue, a sidewalk on the east side, and bikeable shoulders between Marie Avenue and Dodd Road (Trunk Highway 149). Approximately 0.5 miles of this 1.5 mile project is along a RBTN Tier 2 Alignment (between Marie and Wentworth). The project also makes three important connections to the RBTN: Dodd Road (Tier 1 alignment), Butler Avenue (Tier 1 corridor), Wentworth Avenue (existing trail, Tier 2 Alignment), and Delaware south of Marie (existing trail, Tier 2 alignment). These connection points provide opportunities to safely connect to the broader regional bicycle network as well as destinations such as the Robert Street commercial area, Two Rivers High School, and the River to River Greenway Regional Trail. The connection to the existing trail along Wentworth provides a direct connection to local transit stops along as well as the future Robert Street Arterial Bus Rapid Transit (ABRT) G Line, planned for implementation by 2030.

Project Location:	Mendota Heights, West St. Paul
Requested Award:	\$541,600
Total Project Cost:	\$677,000



### PROJECT BENEFITS

- Provides safe and comfortable operating space for pedestrians and bicyclists on a corridor that currently lacks bicycle and pedestrian facilities.
- Fills a trail and sidewalk gap on a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment.
- Connects to a broader network of existing trails and greenways providing access to local and regional destinations.
- Provides improved connections to local transit routes and the future G-Line ABRT along Robert Street.
- Provides a safe trail connection between residential areas and Two Rivers High School.

# Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction

(Multi-Use Regional Trail)

## Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Lake Minnetonka Regional Trail and Bryant Lake Regional Park along Baker Road (CSAH 60) and Rowland Road in Minnetonka and Eden Prairie

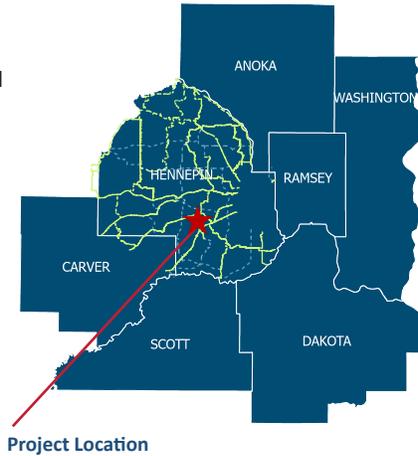
**Total Project Cost** - \$6,875,000

**Requested Federal Amount** - \$5,500,000

**Local, Secured Match Amount** - \$1,375,000

### Project Description:

This 3.7-mile project includes new trail construction and the addition of wayfinding. The trail is planned within the public rights-of-way along Baker Road and Rowland Avenue. The trail will provide connections to Lake Minnetonka Regional Trail, Minnesota River Bluffs Regional Trail, and Bryant Lake Regional Park as well as local destinations including Minnetonka Mills, Hopkins West Junior High School, and Lone Lake Park.

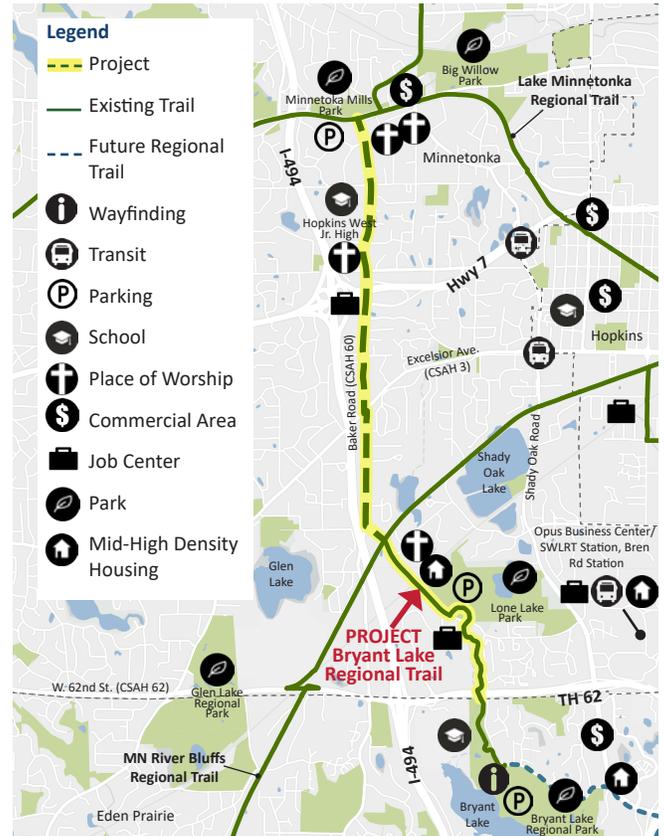


### Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements.
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties, particularly along Baker Road.
- Relocate associated above-ground utilities.
- Install wayfinding information kiosks and signage features at Lake Minnetonka Regional Trail and Baker Road, Excelsior Boulevard and Baker Road, Minnesota River Bluffs Trail and Rowland Road, along Rowland Road at Lone Lake Park.
- Improve crossings at all road crossings specifically those that are more challenging for people biking and walking to safely navigate: Baker Rd bridge at TH 7 and Baker Rd & Excelsior Blvd.

### 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.
- Improves two regional bicycle barriers (TH 7 & CP Rail) between Lake Minnetonka Regional Trail and Bryant Lake Regional Park.
- Projected use is 370,000 trips per year (16% are anticipated to be transportation-related).
- Provides a protected bikeway to 67,994 people within 1.5 miles and 188,521 people within 3 miles - connecting them to over 38,589 jobs within 1 mile of the project area.
- Connects to 1 LRT station - the SWLRT Opus Station - through a direct city trail connection.
- Improves the area's livability, 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 to Minnetonka Mills, Lake Minnetonka Regional Trail, Hopkins West Junior High School, Minnesota Bluffs Regional Trail, Lone Lake Park, Bryant Lake Regional Park and the future Eagle Lake Regional Trail.



Project Map

### After Conditions:



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



# EAST BANK TRAIL GAP IMPROVEMENTS 2022 Regional Solicitation

## Project Name

East Bank Trail Gap Improvements

## City Where Project is Located:

Minneapolis

## Applicant and Contact:

Minneapolis Park and Recreation Board  
Carrie Christensen,  
Senior Planner

## County Where Project is Located:

Hennepin

☎ 612-230-6540

✉ cchristensen@minneapolisparcs.org

## Requested Award Amount:

\$2.56M

## Total Project Cost:

\$3.20M

## 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.

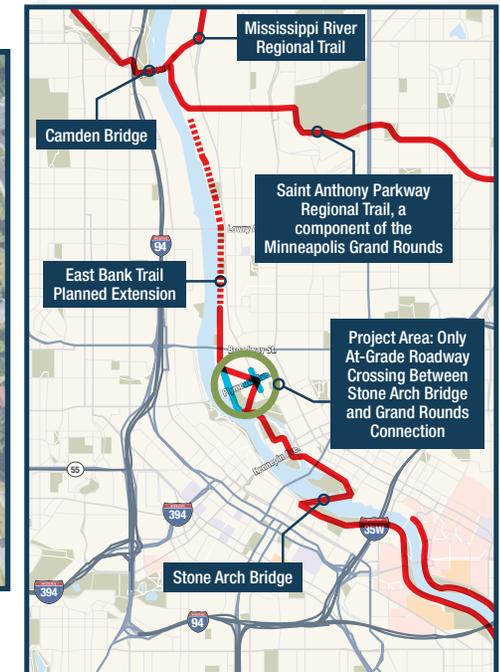
## Project Overview

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 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.*

## Project Summary

**Project Name:** Phase 1 Bruce Vento Regional Trail Extension – Buerkle Road to Hoffman Road/ Highway 61

**Applicant:** Ramsey County

**Total Project Cost:** \$7,000,000

**Requested 2022 Regional Solicitation Amount:** \$4,000,000

### Project Description:

The Bruce Vento Regional Trail corridor is thirteen miles in length and extends from the east side of downtown Saint Paul to the north county line in White Bear Township. The southern seven-mile segment of the regional trail was completed in 2005 from downtown Saint Paul to Buerkle Road in White Bear Lake on former Burlington Northern Santa Fe (BNSF) railway. The remaining six miles of trail is still undeveloped due to active rail use.

This project will construct a 2.7-mile extension of the Bruce Vento Regional Trail between Buerkle Road and the intersection of Hoffman Road/ Highway 61 in White Bear Lake. This project provides an alternate trail alignment in an active railway corridor, completes approximately one-half of a major gap in both the Regional Bike Transportation Network and National US Bike Route 41, and extends through the cities Gem Lake, White Bear Lake, White Bear Township and Vadnais Heights.

Significant access barriers will be eliminated from industrial areas and major vehicular transportation routes, providing a new multi-modal trail and increased access to multi-modal transportation facilities between Buerkle Road and Highway 96.

The trail will provide connections to other regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway State Trail, South Shore Boulevard Trail, and future connection to the proposed Hardwood Creek Regional Trail extension in Washington County at County Road J. In addition, the trail will connect populations near the southern Saint Paul segment of the existing Bruce Vento Trail which extends through highly urban and concentrated areas of poverty making it a regionally important connection that will directly benefit diverse populations.

### Project Benefits:

- Completes approximately three miles of a six-mile gap in the regional and nation trail system.
- Eliminates several barriers and provides north-south multi-use trail and pedestrian facilities in an area that does not have facilities.
- Connects two areas - both with racially diverse populations and poverty, with substantial concentrations of youth, elderly, and residents with disabilities - for increased access to multi-modal transportation facilities.
- Provides connections to other local and regional trail systems.
- Provides connections to the Purple Line BRT.
- Reduces the risk of crashes and conflicts between ped/bikes and vehicles.
- Increased access to multi-modal transportation facilities, schools, places of work, shopping, and local/regional park and trail facilities.



Bruce Vento Regional Trail Extension Area - Buerkle Road





# 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 Fridley 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

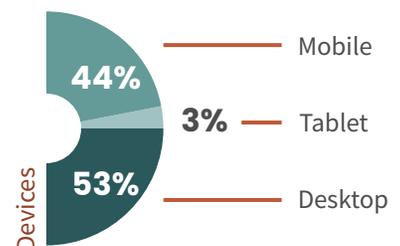
**312** Total Visitors

**224** Total Visits\*

\* includes multiple visits by the same user



Average Visit Length



#### ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

#### ACTIONS

File Downloads: ▲ 34

# Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project Summary



<b>Applicant:</b>	City of Plymouth
<b>Project Location:</b>	Station 73 Station Area (TH 55, South Shore Drive, 10th Avenue N, Old County Road 15)
<b>Total Project Cost:</b>	\$9,494,800
<b>Requested Federal Dollars:</b>	\$5,500,000

## Project description:

The proposed trail and station area improvement project will provide a multimodal facility connecting users to neighborhood amenities and linking to regional trail and transit networks. Through multiple stages of engagement, community members expressed safety concerns with crossing TH 55 (a Tier 1 Expressway Barrier) and a strong desire for improved bicycle and pedestrian connectivity. The proposed project responds with protected trail facilities and crossings, improving safety and mobility for all modes of travel.

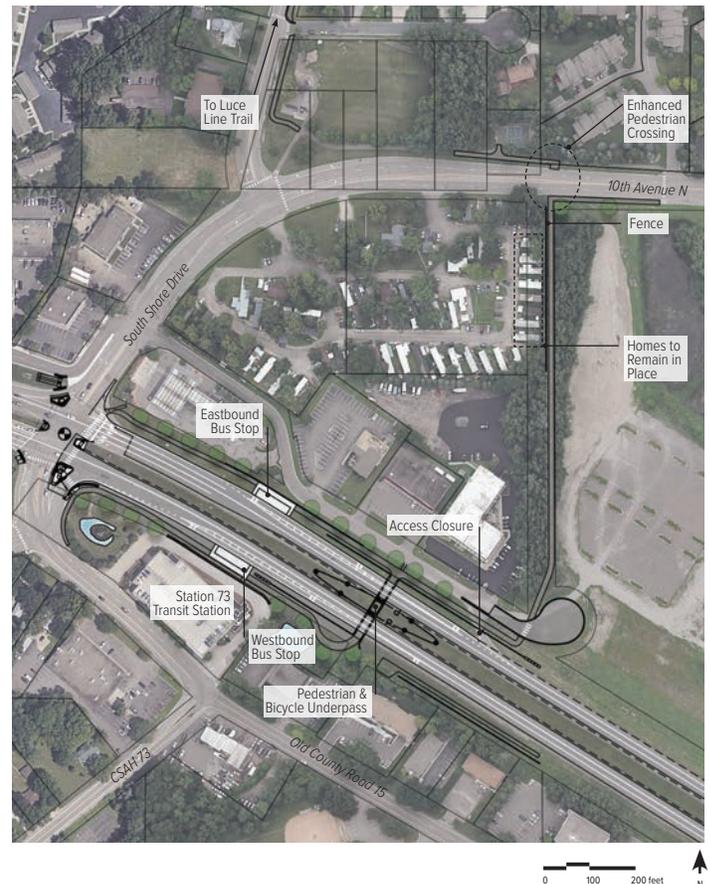
## Proposed project elements include:

- New trail underpass of TH 55, with associated road reconstruction and retaining walls
- Improved at-grade crossings at Union Pacific Railroad, TH 55 & South Shore Drive, and on 10th Avenue North
- 10-foot off-street, multiuse trail segments between Luce Line Regional Trail and South Shore Park Park, between 10th Avenue North and TH 55, and along north and south frontages of TH 55, meeting all ADA requirements
- Two new accessible transit stops and improved pedestrian and bicycle access to existing Station 73 Transit Station

## Project benefits include:

- Improve safety with four new trail crossings, including two protected facilities for pedestrians and cyclists crossing TH 55 (Tier 1 Expressway Barrier)
- Create a Critical Bicycle Transportation Link by connecting to Luce Line Regional Trail and Old County Road 15 (both Tier 1 RBTN Alignments)
- Provide continuous and protected last-mile bicycling and walking routes to Station 73 Transit Center, enabling residents of low-income housing to access jobs and amenities without a personal vehicle
- Strengthen Plymouth's transportation network, supporting active living and transit-oriented development

## Project location:



## Proposed project elements:



*Bicycle and pedestrian underpass of TH 55, new trail segment*

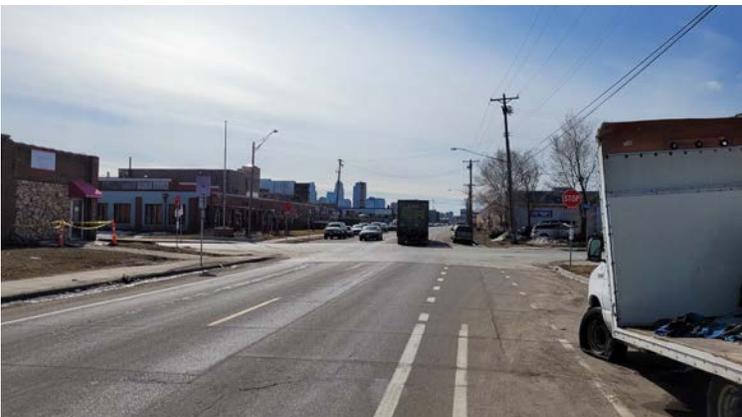
## 2nd Street North Bikeway

### 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.

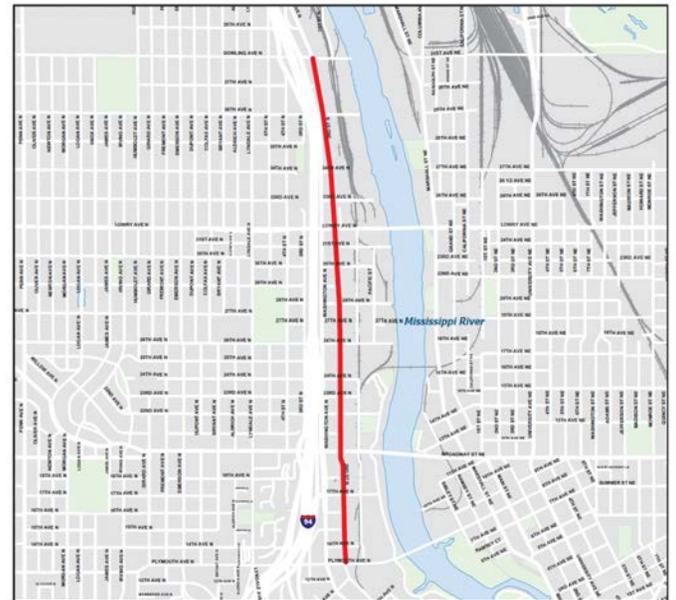
In addition to safety, the project will improve the overall travel experience for pedestrians and bicyclists along the corridor by providing intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will directly connect to a new two-way bike facility being incorporated 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

2nd Street North from Dowling Ave N to Plymouth Ave N



### 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

To request this document in an alternative format, or for reasonable accommodations, please contact:  
Luke Hanson with Minneapolis Public Works Department at 612-673-6175 or [luke.hanson@minneapolismn.gov](mailto:luke.hanson@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

# Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7<sup>th</sup> 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 7<sup>th</sup> 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,

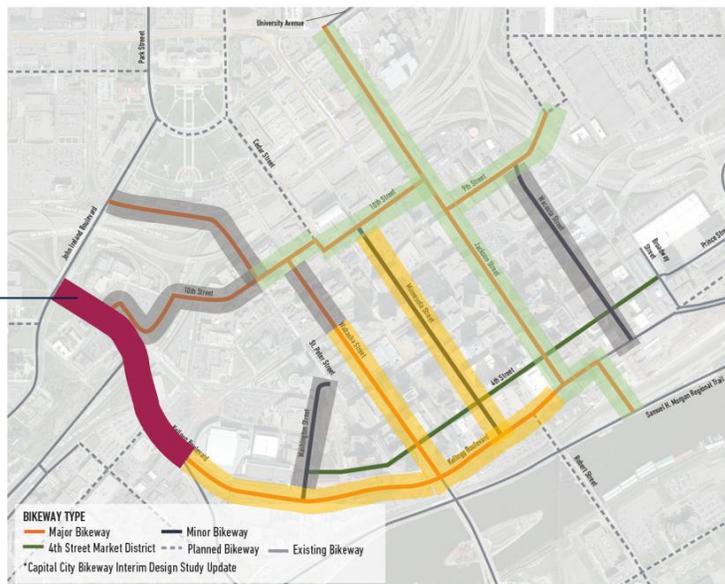
entertainment, and employment opportunities downtown with the existing trail network and residential locations throughout the City. The project is the third and final phase of the Kellogg Boulevard leg of the bikeway network and completes a critical Tier 1 RBTN. The scope of work will include revisions 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 + \$3,935,913 Local = \$9,435,913 Construction Cost Total

## Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- Phase 3 Kellogg Blvd (W. 7<sup>th</sup> to John Ireland)**
- 1+ miles of remaining connections (funding being sought)



### 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 (10<sup>th</sup> 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 10<sup>th</sup> 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**

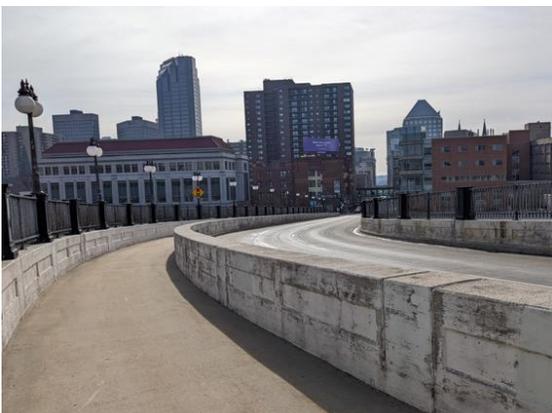
## Project Location & Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- **Saint Peter St CCB (10<sup>th</sup> 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 12<sup>th</sup> 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.



# MN River Bluffs Regional Trail Project Summary



**Applicant:** Carver County  
**Project Location:** MN River Bluffs Regional Trail between Pioneer Trail and Bluff Creek Drive  
**Total Project Cost:** \$2,110,400  
**Requested Federal Dollars:** \$1,688,320

## Project description:

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive. Minnesota River Bluffs Regional Trail plays a key role in the County's alternative transportation network and is an important piece of regional infrastructure for various. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce trail usage among important populations. Trail enhancements will improve the 11-mile, mixed-use trail for all residents and visitors to Carver County.

## Proposed project elements include:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive, and ADA-compliant pedestrian ramp at west project terminus
- Rest area and additional wayfinding and signage

## Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, an improved trail crossing, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections
- Connect with jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley and State Trail, and the Seminary Fen Scientific and Natural Area

## Project location:



## Existing conditions:



Inaccessible parking lot; lack of signage at Bluff Creek Drive (looking east)



Unsafe trail crossing; limited sightlines and signage (looking northwest)

# Ravine Trail Project Summary



<b>Applicant:</b>	Carver County
<b>Project Location:</b>	Ravine Trail between West 82nd Street and Pioneer Trail
<b>Total Project Cost:</b>	\$5,717,300
<b>Requested Federal Dollars:</b>	\$4,573,840

## Project description:

The Ravine Trail project will construct a new paved bituminous trail, providing a continuous two-mile multiuse facility between West 82nd Street and Pioneer Trail (CSAH 14) to better serve bicyclists and pedestrians of all ages and abilities. The improved trail will significantly expand Carver County and the City of Chaska's alternative transportation network by filling a gap in the TH 41 Regional Trail Search Corridor, which will eventually connect to TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. The existing railroad condition is a significant barrier to safe travel by bicyclists and pedestrians. Users currently pass over the tracks via an informal crossing that requires a steep and unstable 20-foot climb on either side of the embankment and traversing two sets of railroad tracks. The Ravine Trail is in poor condition and inadequate for year-round use. South of the railroad tracks, most of the trail is paved (0.3 miles paved, 0.2 miles unpaved) but not striped and in deteriorating conditions. North of the tracks, the 1.5-mile segment is entirely unpaved. The unpaved segments include uneven and loose gravel and dirt surfaces that create unsafe conditions in wet weather and make winter maintenance difficult. The existing trail conditions limit safe trail access and create safety issues for all users.

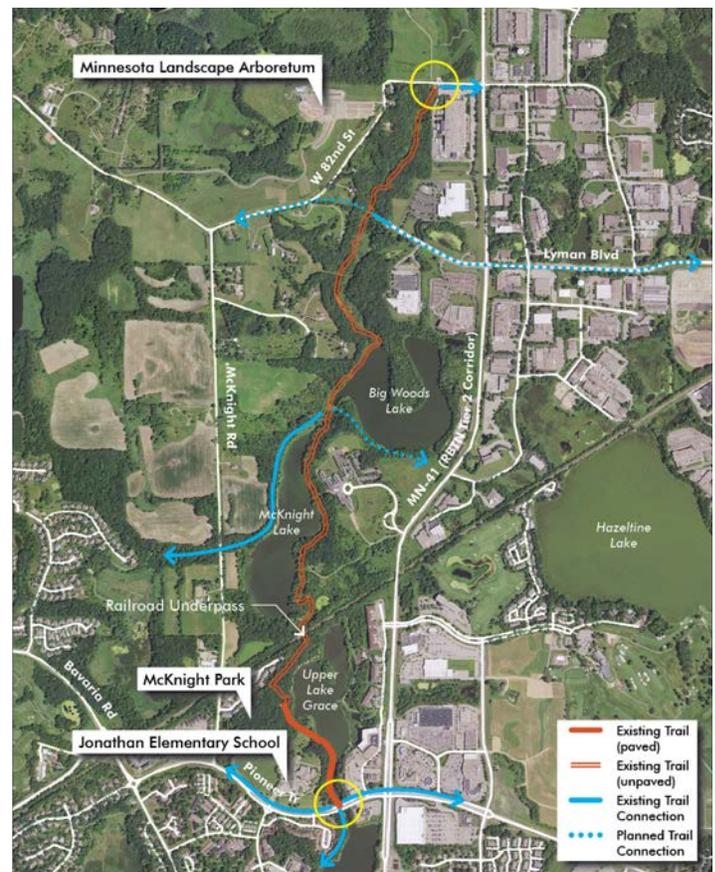
## Proposed project elements include:

- Two miles of 8 to 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Separated railroad underpass with retaining walls, culvert reconstruction, and associated work
- Wayfinding and signage, rest area, and associated amenities

## Project benefits include:

- Connect a series of disconnected existing trails, creating a continuous two-mile multiuse trail along a planned Tier 2 RBTN Corridor
- Link City-identified job centers, commercial areas, neighborhoods, schools, open spaces, cultural and institutional places, and other destinations via alternative transportation
- Improve County and City livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Provide residents living in affordable housing adjacent to the project's southern terminus access to job centers
- Expand trail access to others users, including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses

## Project location:

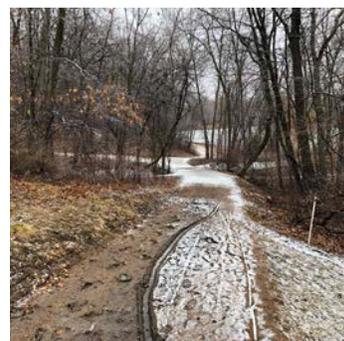


## Ravine Trail

Project Extents



## Existing conditions:



Unpaved trail segment



Informal existing railroad crossing

# Normandale Boulevard Multiuse Trail Project Summary



<b>Applicant:</b>	City of Bloomington
<b>Project Location:</b>	Normandale Boulevard between Old Shakopee Road and 94th Street
<b>Total Project Cost:</b>	\$5,689,021
<b>Requested Federal Dollars:</b>	\$4,550,000

## Project Description:

The proposed project will construct bicycle and pedestrian facilities on Normandale Boulevard (CSAH 34) between Old Shakopee Road (CSAH 1) and W 94th Street. By closing a gap in the local trail network, the project will provide direct, continuous bikeway and pedestrian access to amenities in Bloomington and neighboring communities; improving safety for all modes of travel.

## Proposed project elements include:

- A multiuse trail on the west side and multiuse trail or walk on the east side, to be determined by public process and feasibility study
- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized north-south intersections
- Wayfinding to other local and regional bicycle and pedestrian facilities
- Bicycle and pedestrian rest area with amenities at Normandale Boulevard and W 94th Street

## Project benefits include:

- Strengthen Bloomington’s alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous north-south link to and last-mile bicycle and pedestrian facilities to two park-and-rides, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Create a Critical Bicycle Transportation Link by connecting to France Avenue (a Tier 1 RBTN Alignment), Old Shakopee Road (located in a Tier 1 RBTN Corridor), and Hyland Regional Trail (a Tier 2 RBTN Alignment).
- Link to Hyland Regional Trail, Soo Line Corridor Regional Trails, Hyland Bush Regional Park, Normandale Lake Park, and trails to the north of W 94th Street; closing gaps between existing recreation amenities and improving the regional trail network

## Project location:



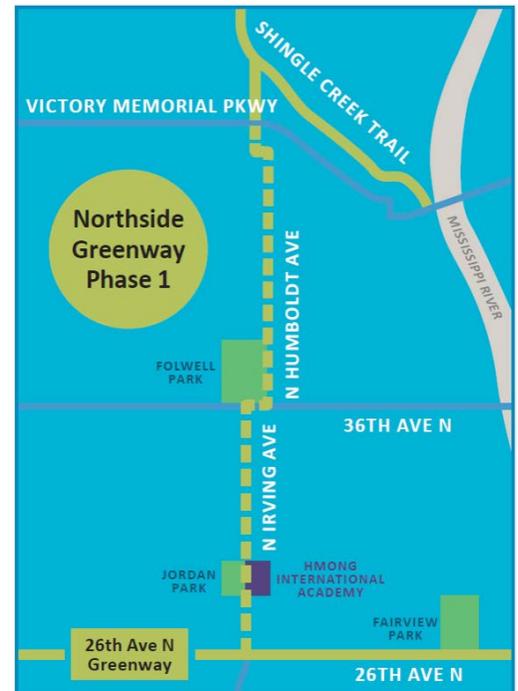
## Existing conditions:



## 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.*

# Project Name: Lake Marion Greenway – Lakeville West Segment

**Applicant:** City of Lakeville

**Project Location:** City of Lakeville

**Total Project Cost:** \$3,565,138

**Requested Federal Award Amount:** \$2,852,110

**Local Match:** \$713,028



## Project Description:

The City of Lakeville is submitting this application to complete a segment of the Lake Marion Greenway, starting from Dodd Blvd and extending west to Ritter Farm Park, ending at 185<sup>th</sup> Street/CSAH 60 and Judicial Rd. The greenway travels over I-35 via an existing bridge on 195<sup>th</sup> St. The segment to the west of I-35 is a planned trail within Ritter Farm Park, and the segment to the east of I-35 is located on existing trails, many of which are being upgraded due to deficient trail widths and pavement conditions. In addition, the City of Lakeville is submitting a separate grant application for a different segment of the Lake Marion Trail that connects directly to this segment at Dodd Blvd. The two segments are being submitted in separate applications due to differing project needs, funding sources, and program years.

The proposed project will provide increased connectivity to numerous destinations, trailheads, parks, and schools in the area. When fully completed, the Lake Marion Greenway will travel 20 miles through the communities of Burnsville, Savage, Credit River Township, Lakeville, and Farmington and will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, and Lake Marion where it will connect to the North Creek Greenway. Like all Dakota County greenways, the Lake Marion Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and nonmotorized transportation, while improving access and safety for all users.

## Project Benefits:

- Fills a key gap in local and regional biking and walking networks
- Reduces risk of crashes and conflicts between bike, pedestrians, and vehicles
- Enhances the bicycle and pedestrian crossing at 195<sup>th</sup> Street bridge
- Increases access to natural areas, trails and cultural resources

## Key Connections:

- Located on an RBTN Tier 2 alignment
- Connects to RBTN Tier 2 corridors on both ends
- Connects local residents to Ritter Farm Park, Caspersen Park, West Lake Marion Park, Lakeview Elementary, and Marion Fields Park
- Connects directly to another segment of the Lake Marion Greenway at Dodd Blvd which connects to downtown Lakeville

## Project Area:



## Project Name: Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive

**Applicant:** City of Burnsville

**Project Location:** Sunset Pond to Williams Dr.

**Total Project Cost:** \$1,368,341

**Requested Federal Award Amount:** \$1,094,673

**Local Match:** \$273,668



### Project Description:

The City of Burnsville is proposing filling a gap in the Lake Marion Greenway system by constructing a new trail segment on Judicial Road as well as improving the trail in Sunset Pond Parks. The proposed new trail segment is located on the west side of Judicial Road between the proposed railroad crossing at Howell Park and Williams Drive. The City is proposing improvements to the existing trail at Sunset Pond by widening the trail and softening some curves in the trail, which will improve safety for all trail users. Once completed, the multi-modal greenway trail will be 4.5 miles long and connect parks between Sue Fischer Park/Rudy Nature Kraemer Preserve and Kelleher Park. This proposed trail segment is approximately 1.6 miles long and will significantly improve regional bicycle connectivity as it fills a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap, and also connects to a Tier 2 RBTN corridor on the south end of the project.

### Project Benefits:

- Fills a gap in the regional bicycle transportation network (RBTN)
- Provides a railroad crossing at Howell Park
- Reduces risk of crashes and conflicts between bike/peds and vehicles
- Improves access to a mix of land uses and existing and planned transit services

### Key Connections:

- Located on an RBTN Tier 2 alignment
- Connection to RBTN Tier 2 corridor on south end
- Direct connections to Sunset Pond Park, Westview Park, and Howell Park
- Connection to County Road 42, large employers, Kelleher Park, and existing Lake Marion Greenway segment
- Connection to Rudy Kraemer Nature Preserve and Minnesota River Greenway via Rose Bluff Trail at Williams Dr and Judicial Rd
- Access to Hidden Valley Elementary School and Eagle Ridge Middle School (Located just west of Sunset Pond)

### Project Area:

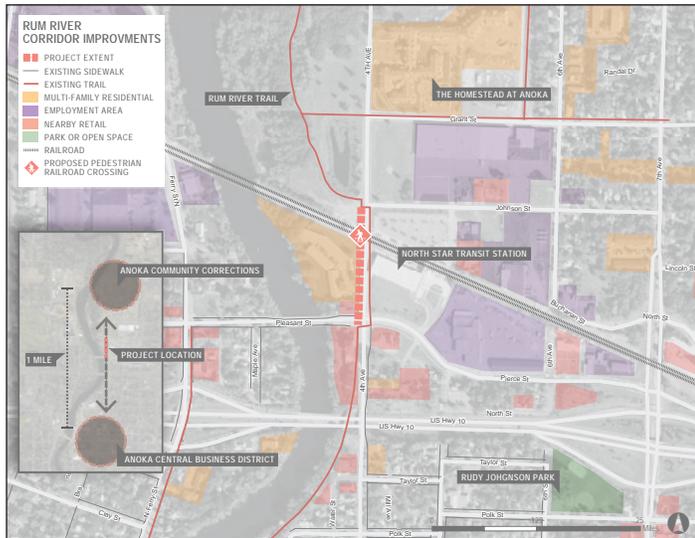


### Existing Conditions on Judicial Road:



# Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

## CITY OF ANOKA



Project Location



Existing Conditions  
(4th Avenue at Johnson Street- facing southbound)



Existing Conditions  
(4th Avenue north of Pierce Street- facing northbound)

Project Location:	The City of Anoka
Requested Award Amount:	\$556,000
Total Project Cost:	\$706,000

### PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.2 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka's Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). Additionally, the Minnesota Department of Transportation will be constructing a permanent bike line addition to the new 4th Ave bridge on the west side. This will create additional need for the trail alignment to continue on the west side and not cross 4th Ave to cross on a sidewalk or ride against traffic in the northbound shoulder. The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing and needs to be addressed.

### PROJECT BENEFITS:

- » Reduce pedestrian and bicycle exposure, while improving access and mobility.
- » Support and enhance the RBTN network.
- » Address a 0.2 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- » Enhance transit ridership along the Northstar Commuter Rail
- » Eliminate circuitous pedestrian and bicyclists routes over Highway 10.
- » Safely channel pedestrians and bicycle over the BNSF railroad lines.



# Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

## PROJECT DESCRIPTION

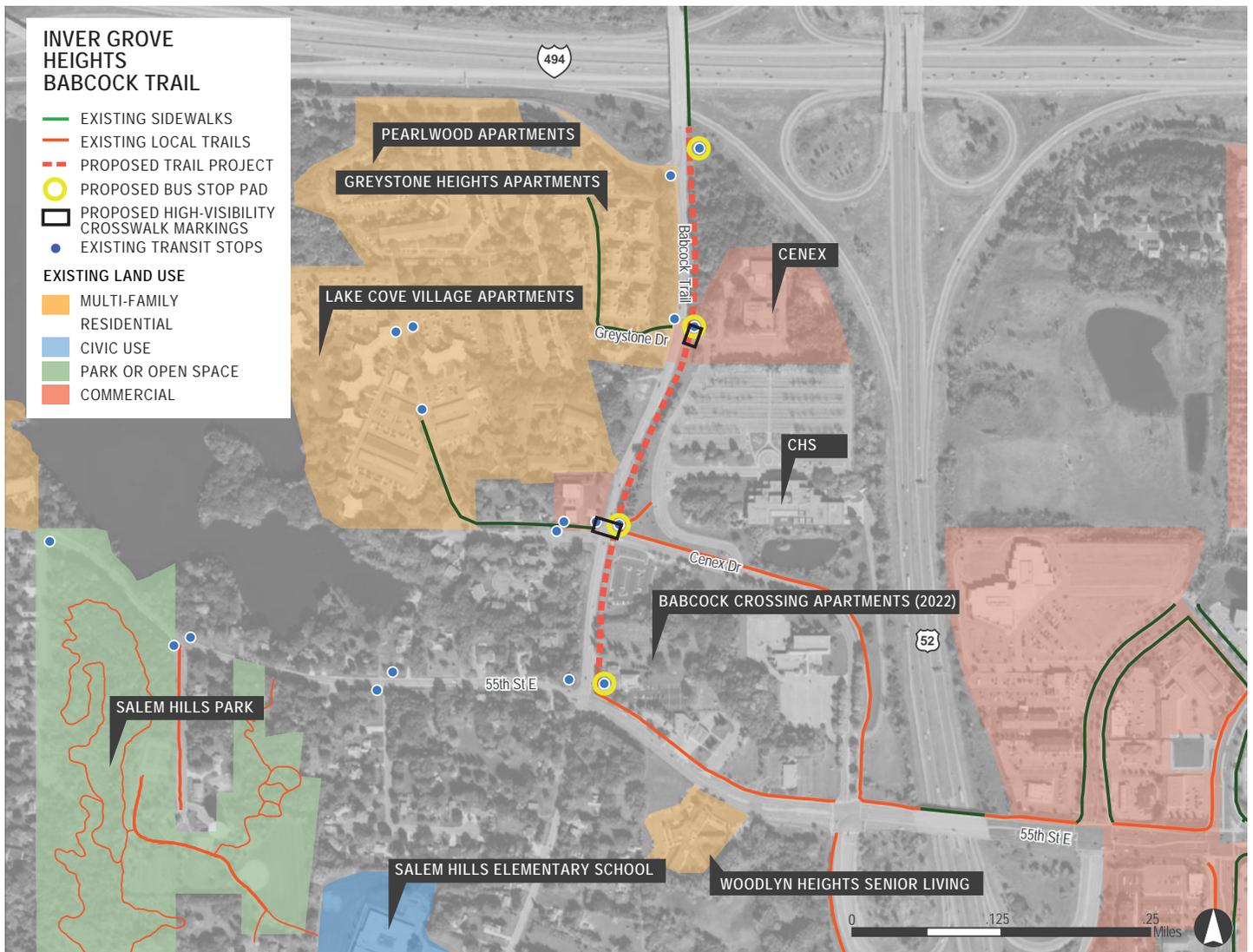
The Inver Grove Heights Babcock Trail will complete a critical gap in the bicycle and pedestrian network for the City of Inver Grove Heights. The proposed trail will be an 8-foot multi-use trail with curb ramps, crosswalk improvements, and retaining walls where necessary to meet ADA standards. A 5-foot vegetative buffer will separate trail users from roadway traffic. The entire project lies within a Tier 2 RBTN corridor with high-demand for bike and pedestrian facilities.

## PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 and to residential areas east and west of Babcock Trail
- » Fills a gap in the regional trail network with strengthened connections to the River to River Greenway and the Mississippi River Regional Trail.
- » Provides safer connections to transit links
- » Employees at nearby businesses will gain a safer area in which to travel to and from work, and to recreate.
- » Direct access to neighborhood amenities including a place of worship, convenience store, and restaurant for residents in the area.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail to meet ADA standards.

### Project Location: Inver Grove Heights

Requested Award Amount:	\$419,040
Total Project Cost:	\$523,800



Project Area



# North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 199TH STREET

## PROJECT DESCRIPTION

The completion of this segment of the North Creek Greenway will fill a high-priority gap in the RBTN and provide a vital connection for non-motorized travel between the northern neighborhoods of Farmington, Empire Township and the employment areas in downtown Farmington. This segment would serve numerous populations and user groups, connect to surrounding trails, and provide a safe method of travel as a completely off-road experience. The project includes a 10' wide multi-use trail approximately 1.3 miles in length and a bridge crossing of the North Branch of the Vermillion River. This project will serve as the last major segment of the North Creek Greenway Regional Trail between Apple Valley and Downtown Farmington.

## Project Location: Farmington

Requested Award Amount:	\$1,305,600
Total Project Cost:	\$1,632,000

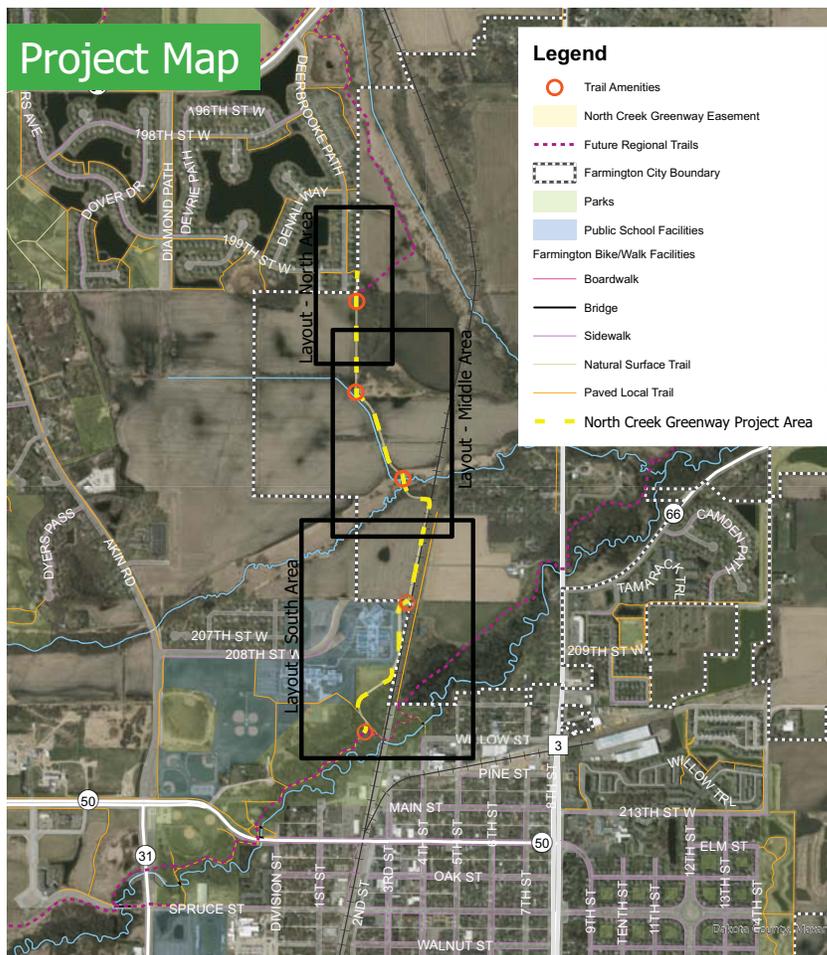


View from Deerbrooke Path towards the wetland to the west

## PROJECT BENEFITS

- » Provides a direct trail connection to River View Elementary School and Levi P. Dodge Middle School.
- » Fills a gap within a Tier 2 RBTN Corridor.
- » Provides local, non-motorized access to downtown Farmington, employment areas, nearby neighborhoods, trails and parks with a completely off-road trail experience with no roadway conflicts.
- » Completes the last major gap in the North Creek Greenway Regional Trail, and establishes a vital connection between the cities of Apple Valley and downtown Farmington.
- » The proposed trail segment and river crossing will serve multiple user-groups and demographics; students, elderly, low-income populations, residents lacking in means of motor-vehicle transportation or financial means of public transportation methods, and users with disabilities or require mobility aids.
- » The proposed trail segment can be utilized for both recreational purposes as well as transportation to local employment or retail destinations.
- » Trail amenities, such as seating, wayfinding, and interpretation will enhance the user experience.

## Project Map



Project Area

# West Mississippi River Regional Trail: TH 169 to Douglas Dr. N Construction (North Segment) (Multi-Use Regional Trail) Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between TH 169 and Douglas Dr. N. (CSAH 14) along West River Road (CSAH 12) in Champlin, Hennepin County

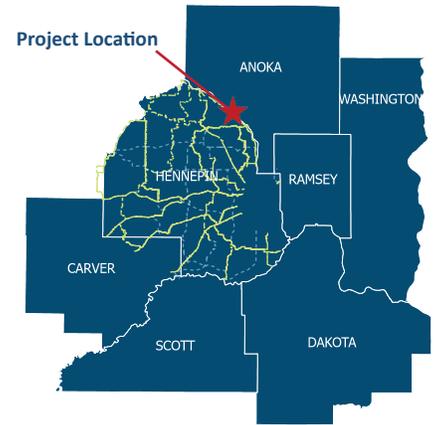
**Total Project Cost** – \$3,750,000

**Requested Federal Amount** - \$3,000,000

**Local, Secured Match Amount** - \$750,000

**Project Description:**

This project includes constructing 1.7 miles of new regional trail and wayfinding and existing trail improvements from TH 169 to Douglas Drive N (CSAH 14) along West River Road (CSAH 12) in Champlin, filling a critical gap in the multi-use, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district at the TH 196/West River Road area, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail and regional environmental justice areas (as defined by Met Council).



**Proposed Project Elements:**

- New construction of 1.7-miles of regional trail and wayfinding along West River Road (CSAH 12) from Chandler Park to Douglas Dr. North (CSAH 14).

**Proposed Benefits Include:**

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to West River Road (CSAH 12) that receives 9,200 annual average daily traffic (AADT).
- A protected bikeway to 38,306 people within 1-mile - connecting them to over 9,350 jobs within the project area.
- Connection to multi-modal transportation including 17 existing bus stops.
- Improvement to the area’s livability; supporting active living and providing a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.

**Before Conditions:**

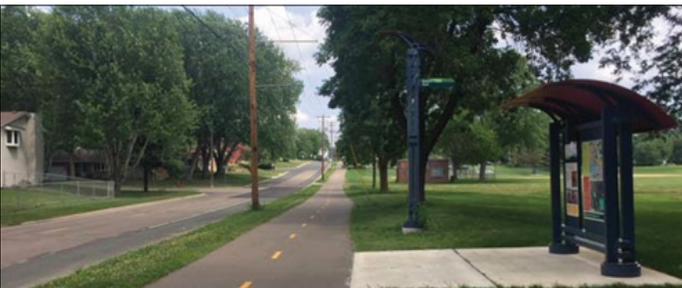


**West River Road (CSAH 12):** Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.

**West River Road (CSAH 12) and Douglas Dr. (CSAH 14) intersection:** The proposed regional trail will connect trail users to newly constructed local off-street trails adjacent to Douglas Dr.

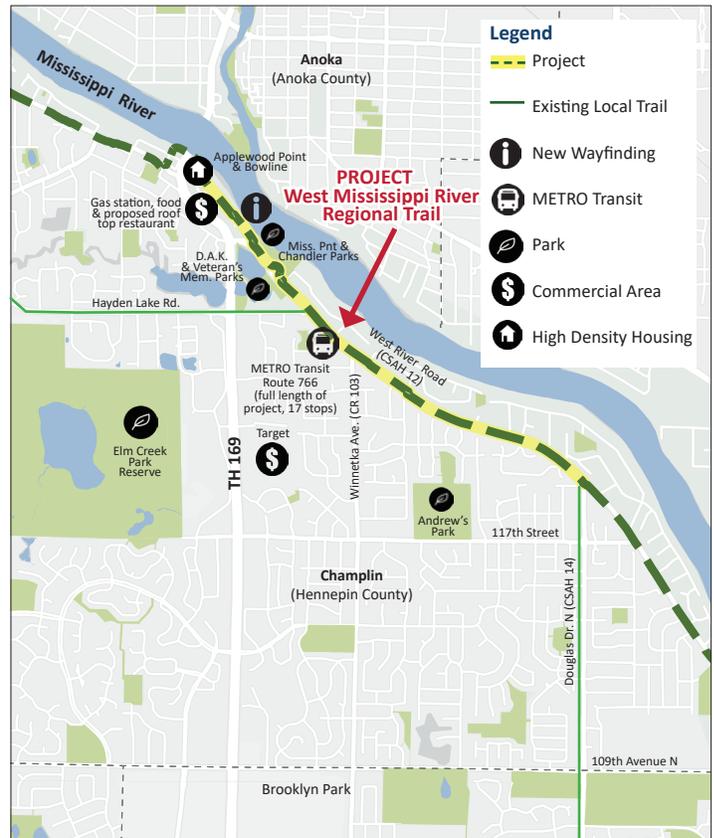


**After Conditions:**



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

**Project Map**



# West Mississippi River Regional Trail: Douglas Dr. N to 109<sup>th</sup> Ave. Construction (South Segment) (Multi-Use Regional Trail) Project Summary



**Applicant** – Three Rivers Park District

**Project Location** – Between the Douglas Ave. N and 109<sup>th</sup> Ave. along West River Road (CSAH 12) in Champlin, Hennepin County

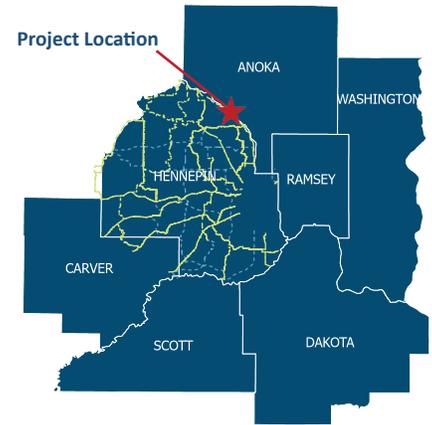
**Total Project Cost** – \$3,665,200

**Requested Federal Amount** - \$2,932,160

**Local, Secured Match Amount** - \$733,040

**Project Description:**

This project includes constructing 1.7 miles of new regional trail including wayfinding from Douglas Dr. N (CSAH 14) to 109th Avenue along West River Road (CSAH 12) in Champlin, filling a critical gap in the non-motorized transportation, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district, quasi-public and residential destinations, and indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail.



**Proposed Project Elements:**

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps
- Install wayfinding information kiosks and signage

**Proposed Benefits Include:**

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to a CSAH 12 that receives 5,100 annual average daily traffic (AADT).
- A protected bikeway to 39,323 people within 1-mile - connecting them to over 8,026 jobs within the project area.
- Connects to multi-modal transportation including 14 existing bus stops, and 1 park and ride.
- Improves the area’s livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom choose to commute by foot or bike.

**Before Conditions:**

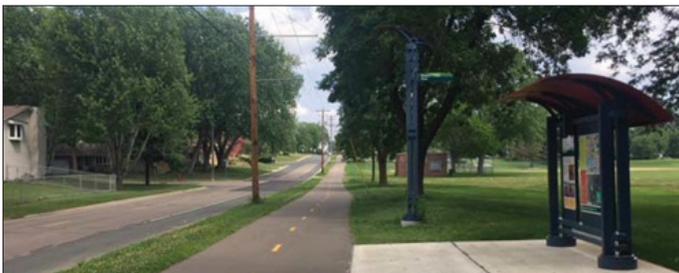


**West River Road (CSAH 12):** Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.

**West River Road (CSAH 12):** The proposed regional trail will connect trail users directly to public transit via a METRO Transit park and ride at West River Road and 117th Avenue North. Bike lockers are currently offered.



**After Conditions:**



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

**Project Map**



# Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Constru

(Multi-Use Regional Trail)



## Project Summary

**Applicant** – Three Rivers Park District

**Project Location** – Between the Lake Rebecca Park Reserve and the Crow River along Rebecca Park Trail (CSAH 50) and Bridge Street in Greenfield and Rockford, Hennepin County

**Total Project Cost** – \$1,250,000

**Requested Federal Amount** - \$1,000,000

**Local, Secured Match Amount** - \$250,000

### Project Description:

This project includes constructing 0.6 miles of new Crow River Regional Trail (CRRT) and wayfinding from Lake Rebecca Park Reserve along Rebecca Park Trail (CSAH 50) through Greenfield and Rockford to the crossing of the Crow River on Bridge Street, filling a critical gap in the non-motorized transportation, off-road trail system. The trail is planned within the public rights-of-way along Rebecca Park Trail (CSAH 50) and Bridge Street, and will provide direct trail connections to Lake Rebecca Park Reserve, future regional trail corridors, nearby schools, Greenfield and Rockford businesses, downtown Rockford and the Crow River.



### Project Map



### Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage

### Proposed Benefits Include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to Rebecca Park Trail (CSAH 50) that receives 3,400 annual average daily traffic (AADT) south of TH 55 and 2,550 AADT north of TH 55.
- A safe bicycle and pedestrian crossing of TH 55, a major physical barrier, which receives 14,600 AADT
- Coordinates with Wright County's existing CRRT regional trail network to close a significant Hennepin County gap, which will realize 11.4-miles of a 32-mile corridor.
- Provides a protected bikeway to 3,837 people within 1-mile - connecting them to over 687 jobs within one mile of the project area.
- Connects to Lake Rebecca Park Reserve, future regional trail corridors, Greenfield and Rockford businesses, downtown Rockford and the Crow River.
- Improves the area's livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom choose to commute by foot or bike.

### Before Conditions:



← **Rebecca Park Trail (CSAH 50) and TH 55:** The existing Lake Rebecca Park trail terminates at the road shoulder of Rebecca Park Trail (CSAH 50) providing no off-street trail connection north.

**Rebecca Park Trail (CSAH 50) and TH 55:** → Currently, there are no accommodations for pedestrians and bicyclists on the east side of the Rebecca Park Trail (CSAH 50) and TH 55 intersection - a major physical barrier.



### After Conditions:



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



← **Rebecca Park Trail (CSAH 50):** North of TH 55, Rebecca Park Trail (CSAH 50) has a posted speed of 45 mph, with varying shoulder widths for pedestrians and bicyclists.

# Minnesota River Regional Greenway— Fort Snelling State Park UP Rail Overpass

DAKOTA COUNTY



Proposed overpass and trail route



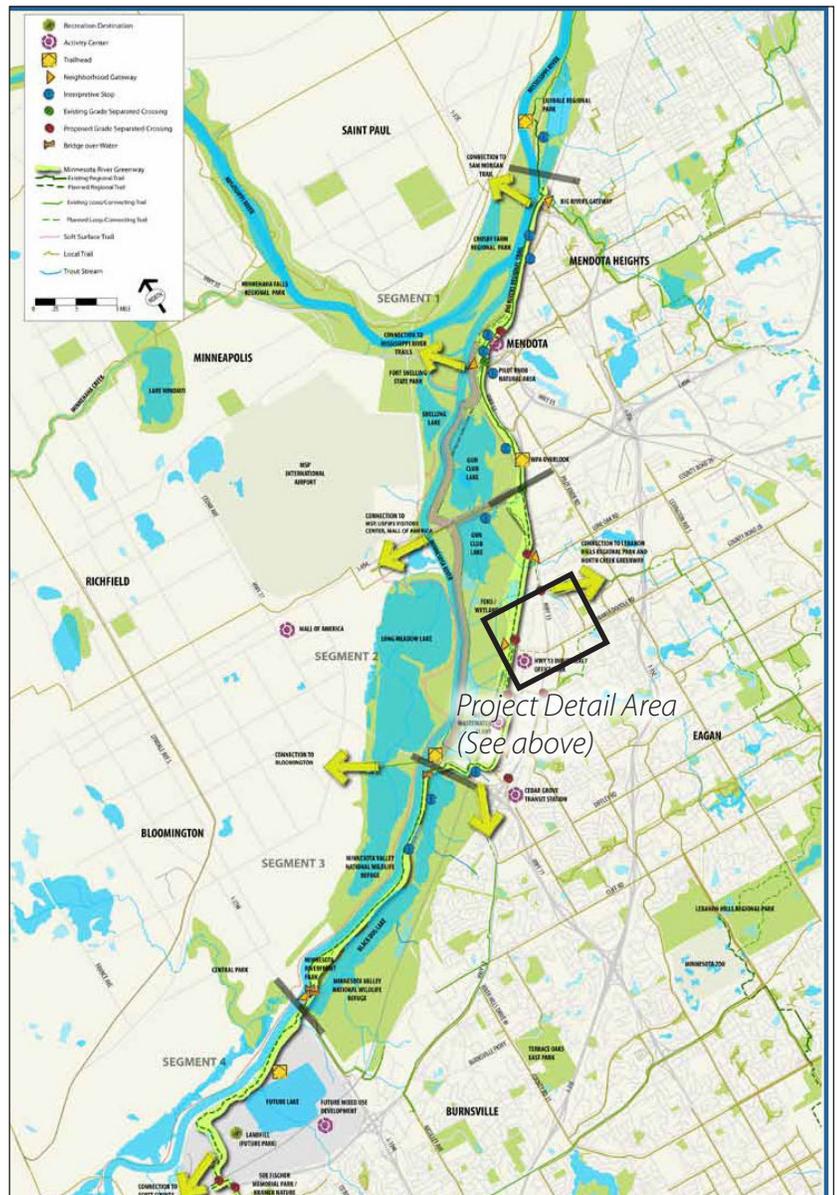
## PROJECT DESCRIPTION

The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.5 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

Project Location:	Eagan
Requested Award Amount:	\$3,777,940
Total Project Cost:	\$4,722,425

## PROJECT BENEFITS

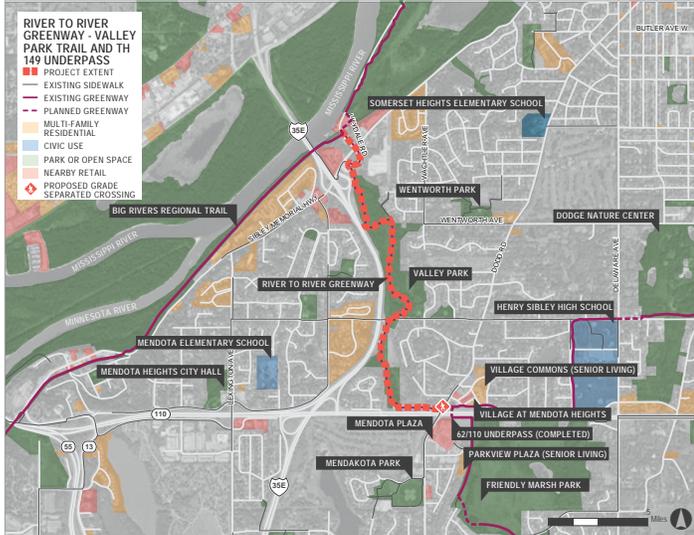
- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the UP Railroad, between Eagan and Fort Snelling State Park/Minnesota River Valley
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Connects to key bridges over the Minnesota River, including the Cedar Avenue and I-494 bridges
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul and beyond
- » Immerses visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Links a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul with continued collaboration and trail development



Minnesota River Greenway Regional Trail Concept Plan

# River to River Greenway – Valley Park Trail & TH 149 Underpass

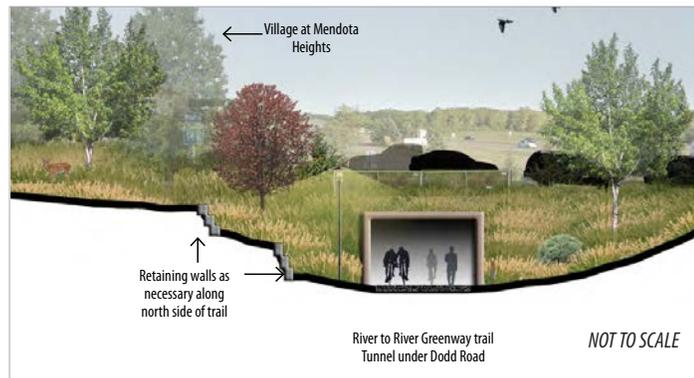
## DAKOTA COUNTY



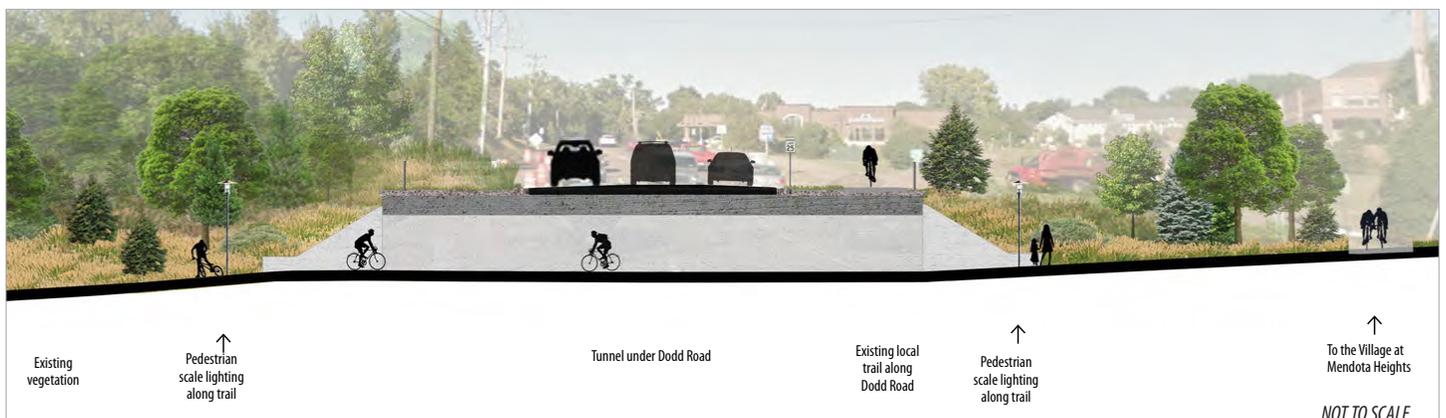
Proposed project area



Google Streetview: Dodd Road looking south to Hwy 62



Dodd Road Underpass Concept - looking east



Dodd Road Underpass Concept - looking north

Project Location:	Mendota Heights
Requested Award Amount:	\$1,372,800
Total Project Cost:	\$1,716,000

### PROJECT DESCRIPTION

The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 62/110. This underpass and trail will improve local and regional connectivity and safety as it will provide a contiguous two-mile trail connection between Saint Paul and Dakota County communities along I-35E and across the Mississippi River, two significant barriers to pedestrian and bicycle connectivity.

### PROJECT BENEFITS

- » Improves pedestrian and bicyclist safety along the River to River Greenway and for local residents crossing Dodd Road
- » Provides a continuous trail connection from Mississippi River in Lilydale to Mississippi River in South St. Paul and to Lebanon Hills Park in Eagan
- » Reduces trail user and vehicle conflicts at the intersection of Dodd Road and Hwy 110/62

# Lebanon Greenway TH 149 Trail

## DAKOTA COUNTY

Project Location:	Mendota Heights
Requested Award Amount:	\$ 817,380
Total Project Cost:	\$1,021,725

### PROJECT BENEFITS

- » Fills a 1.4 mile trail gap in the Mendota - Lebanon Greenway Regional Trail
- » Provides a necessary connection in a Tier 1, Priority RBTN Corridor that connects several communities within the area
- » Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and employees in the immediate area
- » Eases access to the adjacent commercial and employment nodes
- » Serves two nearby senior housing developments and three local schools
- » Connects trails in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, and Eagan to Minneapolis, Saint Paul and beyond

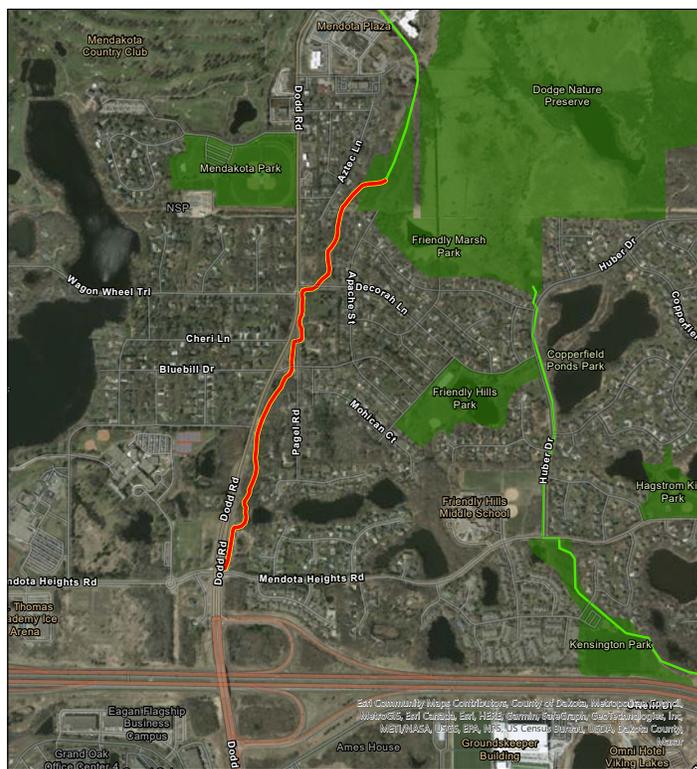


This Trail will create a safer alternative route for non-motorized vehicles when traveling north and south through the community along Dodd Road as currently pedestrians and bicyclists must use the shoulder, turn lanes, and bypass lanes to reach their destination

### PROJECT DESCRIPTION

The TH 149/Dodd Road trail will complete a critical 1.4 mile trail gap in the Mendota-Lebanon Greenway Regional Trail, which extends 8.5 miles through the communities of Mendota Heights, Eagan, and Inver Grove Heights. Addressing this trail gap will be immediately beneficial for commuters, fulfilling daily needs at the commercial and employment nodes at Highway 62, and to support recreation, particularly as this greenway connects trail users to Lebanon Hills Regional Park. In addition, this project will facilitate connection to the River to River Greenway just a quarter of a mile north of the trail project. The River to River Greenway extends from the Mississippi River in Lilydate through West St. Paul and to the Mississippi River in South St. Paul.

Lebanon Greenway TH 149 Project Map



- Dakota County Boundary
- Dakota County Parks
- 2022 Proposed Projects
- Existing Regional Trails

0 0.07 0.15 0.3 Miles



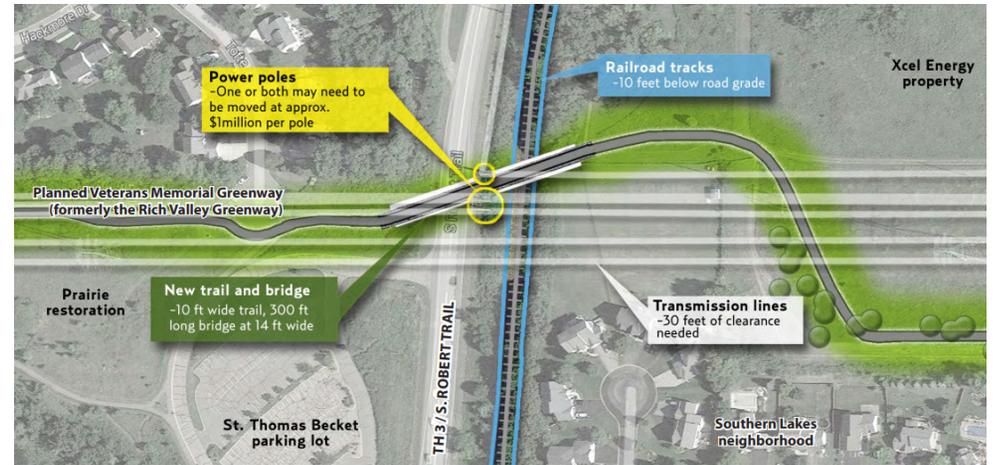
# Veterans Memorial Regional Greenway — Trail & Bridge

DAKOTA COUNTY

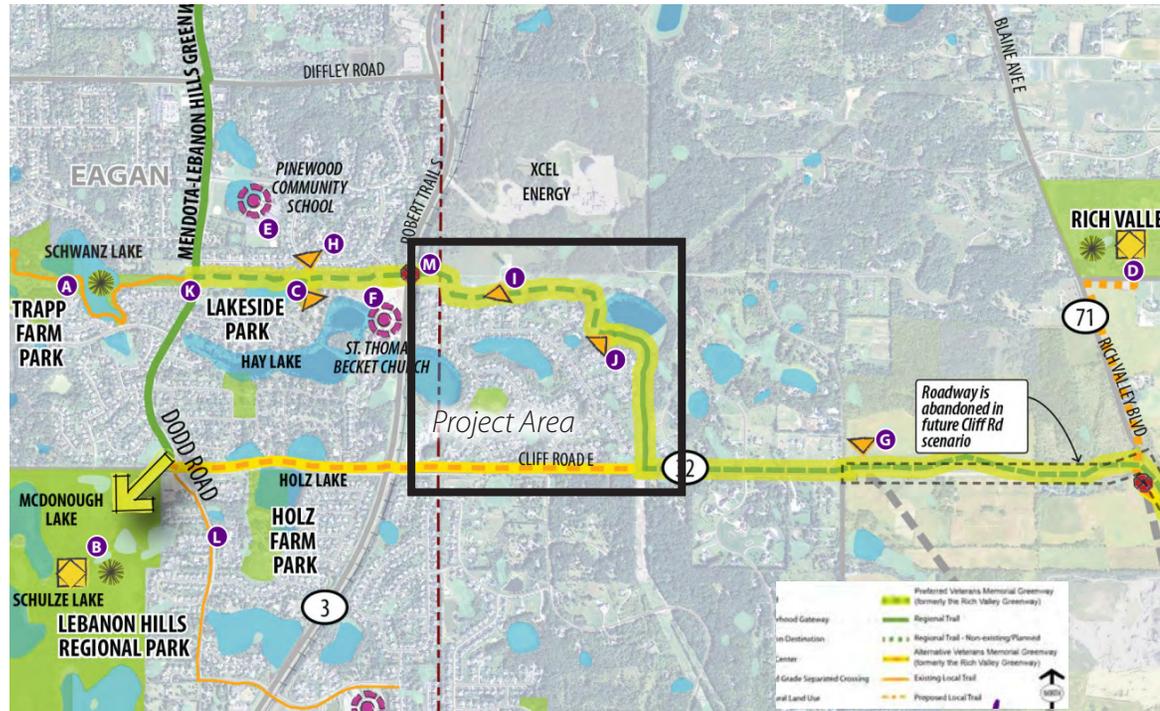
## PROJECT DESCRIPTION

The Veterans Memorial rail overpass and trail segment will complete a critical 1.0 mile gap in the 5-mile Veterans Memorial Greenway Regional Trail, an important regional trail that links Lebanon Hills Regional Park and the Mississippi River in central Dakota County. This corridor stretches east and west between Eagan and Inver Grove Heights, connecting single-family residential neighborhoods, parks, and rural and undeveloped open space.

Project Location:	Eagan & Inver Grove Heights
Requested Award Amount:	\$2,800,000
Total Project Cost:	\$3,500,000



Proposed overpass over TH 3 and Progressive Railway



Veterans Memorial Greenway - East Segment

## PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the Progressive Railroad
- » Completes an east/west regional trail segment between Eagan and Inver Grove Heights
- » Provides a safe, off-street trail and grade-separated crossing away from busy roadways including TH 3 and Cliff Road
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the recreational amenities at Lebanon Hills Regional Park
- » Fills a gap between the Mendota-Lebanon Hills Regional Greenway and the popular Mississippi River Regional Trail
- » Links a major system of trails in central Dakota County between Lebanon Hills Regional Park and the Mississippi River
- » Connects residents in surrounding neighborhoods to community amenities including Pinewood Community School, St. Thomas Becket Church, and Rich Valley Sports Complex



# THE DODD BLVD (CSAH 9) MULTIUSE TRAIL AND GREENWAY GRADE SEPARATION PROJECT



**The Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project**, currently included in the City of Lakeville and Dakota County's Capital Improvement Plan (CIP), will construct 1.8 miles of new trail to improve safety and mobility deficiencies in addition to access and connectivity gaps in the pedestrian and bicycle network located in Lakeville, MN. The Project will construct new trails along both east and west sides of Dodd Blvd (CSAH 9) between Kenwood Trail (CSAH 50) and 210th St W. The project includes a new direct connection with the Tier 2 Regional Bike and Trail Network (RBTN).

**PROJECT TOTAL: \$3,033,000** Federal: \$2,426,400 / Local Match: \$606,000



The project's new trail segments occupy land uses designated high, medium, and low density residential, commercial, and park. The new trail construction is entirely within the Tier 2 RBTN alignment/corridor, linking the Cities of Lakeville, Farmington, Apple Valley, and Burnsville to the greater regional Tier 1 RBTN, and helps to complete future connectivity to the Lakeville BRT/Bus stop on Cedar Ave. From a local perspective, this project will link residents to job centers (e.g., Downtown Lakeville), parks (e.g., West Lake Marion, Antlers, and Hershey Park), schools (e.g., Lakeview Elementary, New Horizon Academy, McGuire Middle School and Kennedy Elementary School), and activity centers (e.g., Downtown Lakeville and Lake Marion).

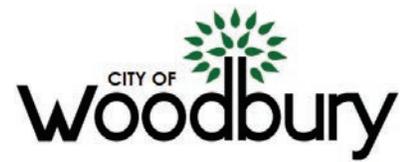


From a local perspective, this project will link residents to job centers (e.g., Downtown Lakeville), parks (e.g., West Lake Marion, Antlers, and Hershey Park), schools (e.g., Lakeview Elementary, New Horizon Academy, McGuire Middle School and Kennedy Elementary School), and activity centers (e.g., Downtown Lakeville and Lake Marion).

Dodd Boulevard is an A Minor Arterial that carries approximately 12,000 Vehicles Per Day (VPD). The Trail improvements will coincide with road improvements made by the separate Dodd Blvd Road Project. Improvements to the existing multiuse trail on the west side, and construction of new multiuse trail on east side of Dodd Blvd, includes a grade separated tunnel trail crossing at Dodd Blvd and Lake Marion Greenway (Tier 2 RBTN), and new signalized rail crossings on both the east and west sides of Dodd Blvd. Additionally, just east of the main Dodd Blvd corridor, a secondary trail segment will be constructed connecting the Greenway/Tier 2 RBTN trail network to downtown Lakeville. This segment will also include signalized at-grade non-motorized rail/trail crossing safety enhancements that currently do not exist. The project will remove a significant pedestrian and bicycle crossing barrier in the immediate project area and in the regional trail system, providing improved non-motorized user access to Lakeville Elementary and New Horizon Academy school, affordable housing developments, and many green spaces in Lakeville Lake Marion Greenway and Regional Trail systems.

# Tamarack Road Trail Project

## City of Woodbury



The City of Woodbury is requesting Regional Solicitation Funds to fill a significant trail gap along the north side of Tamarack Road between Bielenberg Drive and Radio Drive. This trail link will fill the last significant gap in a system connecting large residential neighborhoods and the city’s core commercial area to the near future BRT stations along Bielenberg Drive. As part of the METRO Gold Line BRT Project to be completed by 2025, Bielenberg Drive through Woodbury will be completely reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This proposed trail segment will contribute to achieving Metro Transit’s goals of connecting people across the region to job centers, housing options, transit stations and key destinations.



Tamarack Rd north trail void at Bielenberg Dr

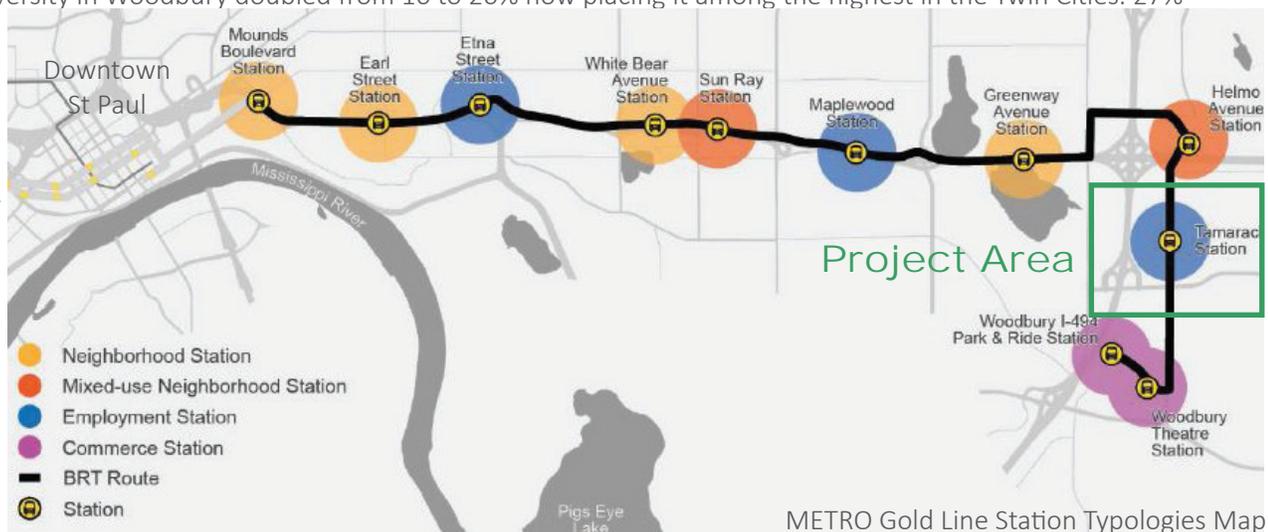
Current and planned development and land use surrounding the future BRT (Bielenberg Drive) corridor and stations also supports Metro Transit’s Bus Rapid Transit-Oriented Development (BRTOD) goals. Within half-mile to one-mile walking and biking distances from the three Woodbury Gold Line stations are several of the city’s largest employers, and two regional commercial and service destinations. The Woodbury Tamarack Station, to be located at the Tamarack Road intersection with Bielenberg Drive, is an employment station intended for short access to family-waged job opportunities and is already anchored by existing major employers such as 3M and Assurant. The proposed Tamarack Road trail will link into trails to be built with the reconstruction of Bielenberg Drive and tie this project directly to the Woodbury Theatre Station and I-494 Park-and-Ride Station, which are commerce stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.

The City of Woodbury has been committed to working with Metro Transit and Washington County to coordinate all components towards a cohesive, optimized transit service. This includes strategic station locations, supporting infrastructure such as multi-use trails and access to park and ride lots within the city. This trail connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale for safe and convenient access to a high frequency transit network link for Woodbury residents and regional employers to Downtown St. Paul and the Metro Green Line.

This project will benefit low-income populations, elderly, children, persons with disabilities, and persons of color. In the past two decades, racial diversity in Woodbury doubled from 10 to 20% now placing it among the highest in the Twin Cities. 27% of households near the project are cost burdened and 10% of residents have a disability requiring accessible facilities for equitable access to transit.

### Project Details

- 1 mile of new paved bike and pedestrian trails connections
- Direct connection to near future BRT stations (2025) and Bus Rapid Transit Oriented Development (BRTOD)
- In 2012, a fatal pedestrian crash and a severe injury pedestrian crash occurred in the project area
- Federal Request: \$963,920+ Local Match: \$240,980 = Total project cost: \$1,204,900
- Application category: Multi-use Trails and Bicycle Facilities (resubmit of 2020 application)



METRO Gold Line Station Typologies Map

# BRYANT AVENUE PEDESTRIAN BRIDGE

*South St. Paul, Minnesota*



**Project Name:** Bryant Avenue Pedestrian Bridge

**Applicant:** City of South St. Paul

**Primary Contact:**

**Sue Polka, P.E.**

City Engineer

City of South St. Paul

125 3rd Avenue N

South St. Paul, MN 55075

(651) 554-3214

spolka@southstpaul.org



## Location & Route:

Bryant Avenue Bridge (Bridge No. 19544)



## Application Category:

Multi-use Trails



## Funding Information:

**Requested Award Amount:**

\$4,145,600

**Local Match:** \$1,036,400

**Construction Cost Total:**

\$5,182,000



## Corridor Fast Facts:

- Connects to a Tier 1 Regional Bicycle Trail Network Alignment – the Mississippi River Greenway Trail
- Prioritized in the Dakota County Pedestrian and Bicycle Study and the South St. Paul Bicycle and Pedestrian Plan.
- Previously awarded a Statewide Health Improvement Partnership (SHIP) grant.

## Project Description

The Bryant Avenue Pedestrian Bridge will provide dedicated pedestrian and bicycle access from Concord Street (CSAH 156) to the Mississippi River Greenway/Robert Purum Trail and Kaposia Landing Park area. The proposed project is a 12' wide paved and ADA accessible multi-use trail constructed along the existing bridge. Although it currently lacks non-motorized facilities, this bridge crossing is already widely used by pedestrians and bicyclists attempting to cross the railroad yard east of CSAH 156 – a Regional Bicycle Barrier Segment.

## Regional Significance

The installation of a mixed-use trail will connect non-motorized users to downtown Saint Paul – a regional employment center – via the Mississippi River Greenway and the Robert Purum Trail. This trail is a Tier 1 Bicycle and Trail Network alignment, extending 27 miles along the Mississippi River from St. Paul to Hastings. It will also connect residents to over 7,000 industrial employment opportunities along CSAH 156. This will encourage non-motorized travel to daily needs and services as well as provide a safe way to access employment opportunities via walking or biking.



## Documented Need

There is documented need for dedicated pedestrian and bicycle facilities along the Bryant Avenue Bridge. Non-motorized users accessing Kaposia Landing or the Mississippi River Greenway are often seen travelling along the narrow roadway in the vehicle lanes. Because Bryant Avenue serves as the main entrance to Kaposia Landing and one of few entrances to the Mississippi River Greenway in South St. Paul, non-motorized users are forced to enter the vehicle lanes along the bridge. Metro Transit Route 71 stops at the intersection of CSAH 156 and Bryant Avenue, contributing further to the large number of pedestrians attempting to cross the bridge. Due to the narrow lanes and geometry that results in a 90 degree turn on the bridge's east approach, entering the driving lanes can be very dangerous for pedestrians and bicyclists.

2023

*Award*

2023-26

*Design\**

2024-27

*Construction*

*\*Design time frame will depend on construction year.*

# Hardwood Creek Regional Trail Extension



## Project Location

A gap in the Hardwood Creek Regional Trail exists from Fenway Blvd and 130th St to the Washington-Ramsey County line at Falcon Avenue and 120th St, within the City of Hugo. Washington County's proposed project will close the gap from 130th St to 125th St.



## Funding Request

Federal: \$ 415,263  
Local Match: \$ 567,943  
Project Total: \$ 983,206



## Project Goals

- ◆ Address a key gap in the trail network
- ◆ Improve health outcomes by connecting more people to the trail system
- ◆ Enhance safety for roadway and trail users, by providing a grade separated trail
- ◆ Construct an accessible trail for users of different abilities and interests

## Project Summary

The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south – meaning trail users will one day be able to travel 40+ miles between Downtown Saint Paul and Downtown North Branch on a dedicated trail.

Within Washington County, the existing trail runs on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake to 130th St in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th St and the Washington-Ramsey County line at 120th St.

Washington County's proposed project will address the Hardwood Creek Regional Trail gap by extending the trail from 130th St to 125th St. In order to accommodate the trail, the project also proposes a minor reduction in width of Falcon Court Falcon Ave. A future second phase will address the remaining gap segment, 125th St to 120th St.

## Summary of Benefits

- ⇒ Leverage local investment
- ⇒ Address a key gap in the trail network and provide improved bike and pedestrian access to employment centers, education centers, public services, commercial downtowns, recreation destinations, and a multimodal transportation hub



# Rosemount CSAH 42 Trail

## DAKOTA COUNTY

Project Location:	Rosemount
Requested Award Amount:	\$2,480,000
Total Project Cost:	\$3,100,000

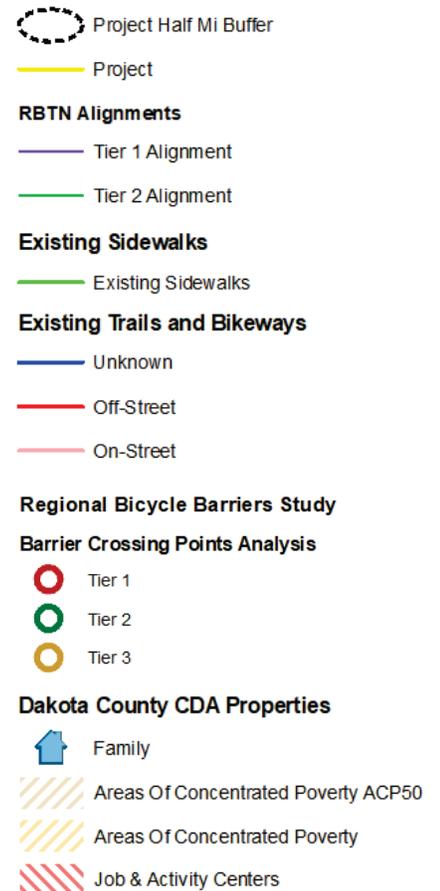
### PROJECT DESCRIPTION

The proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of trails including the Vermillion Highlands, Vermillion River, and Rosemount Greenways. From a local perspective, this project will link residents to economic centers (downtown Rosemount), parks, schools (Dakota County Technical College), and transit routes/stations.

This project increases the opportunities for pedestrians and bicyclists to travel safely along and across CSAH 42 by providing an off-street multiuse trail and grade-separated underpass. The proposed underpass removes a barrier to pedestrians/bicyclists, eliminating their interactions with motor vehicle traffic and helping them to safely cross CSAH 42, a 4-lane divided County highway.

### PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point with an underpass across CSAH 42.
- » Trail intersects the Vermillion Highlands Greenway, a trail running from Lebanon Hills Regional Park to Whitetail Woods Regional Park. This Greenway also connects to the Vermillion River and Rosemount Greenways.
- » Proposed underpass will serve both the CSAH 42 trail and the Vermillion Highlands Greenway.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of roadway traffic (e.g., annual average daily traffic in 2018 was 15,900 trips).
- » The proposed project directly serves a growing residential area, as well as the Dakota County Technical College and future community center.
- » Enhances pedestrian/bicycle access to transit (e.g., Rosemount Transit Station).



## **Point Douglas Regional Trail Phase 1 Construction Project Summary**

The Point Douglas Regional Trail is a planned trail along a Tier 1 RBTN Alignment that follows along Point Douglas Rd and Trunk Highway 61 from Bailey Rd in Newport to Indian Mounds Regional Park in Saint Paul. This project proposes to construct the first phase of that trail, from Bailey Rd to Battle Creek Regional Park. A 0.6 mile portion of this alignment was constructed in the 1980s and has degraded in condition as it has approached the end of its useful life. That segment will be reconstructed with this project.

The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul from the southeast neighborhoods of Saint Paul and from other parts of the East Metro. This project would greatly increase safety for users of this corridor by taking those users off the street and onto a separated trail.

The construction phase of the project is estimated at \$6,875,000, of which, \$5,500,000 is being requested with this application and \$1,375,000 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs, and any cost overruns, will also be funded by those sources.

This application follows an extensive community engagement process that has produced a master plan guiding development of the trail. This master plan has recently received local and regional approval and positions the project for final design and construction.

This project will result in a new facility that is safer for all users of the corridor. The opportunity to close a major gap in Saint Paul's bicycle network makes this project a high priority to fund.

Project Name: 40<sup>th</sup> Street Multiuse Trail Bridge Over I-694

Applicant: City of Oakdale

Total Project Cost: \$1,155,000

Requested Federal Dollars: \$924,000

The proposed project is located adjacent to the existing 40<sup>th</sup> Street bridge over I-694. The existing 40<sup>th</sup> Street bridge has no pedestrian accommodations, which results in pedestrians having to walk within the travel lanes to cross the bridge. The project is a stand-alone multiuse trail bridge that will be constructed adjacent to the roadway bridge. The new bridge will be a major improvement as it crosses over I-694 which is a physical barrier that bisects our community. It will complete a missing link on our trail system, helping tie our community together. It will improve access to community amenities such as the Oakdale Nature Preserve and Discovery Center for people living on the east side of the freeway. The area just east of I-694 adjacent to 40<sup>th</sup> Street is currently under development and will ultimately have over 1,700 dwelling units and a projected population exceeding 3,000 people. This neighborhood will have over 12 miles of sidewalks and trails and 50 acres of open space/parks for all residents in the surrounding area to enjoy, provided access along 40<sup>th</sup> Street, including this bridge, is improved.

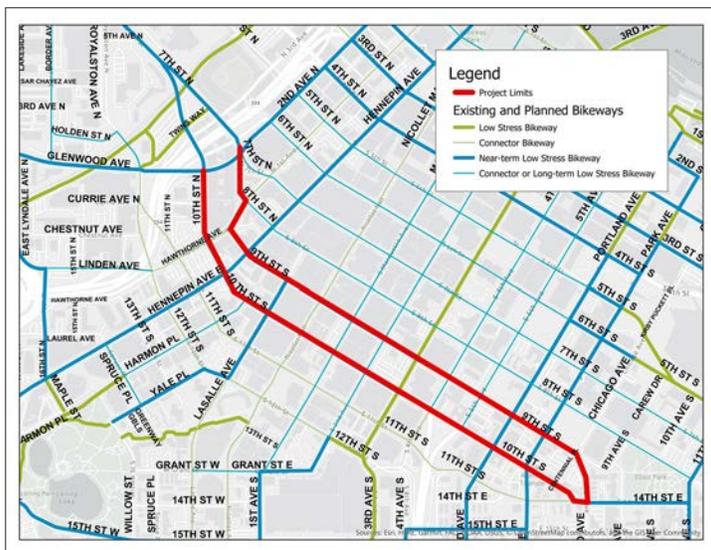


# 9th St S & 10th St S Bikeways

## Project Background

Minneapolis Public works plans to install a curb protected bike-way 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 1,127,985 for a total project cost of \$5,639,927.

## Project Area



## Project Goals

The goals of this project include:

- Enhance safety, 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



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



## 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%
<b>Total Crashes</b>	<b>862</b>	<b>31%</b>

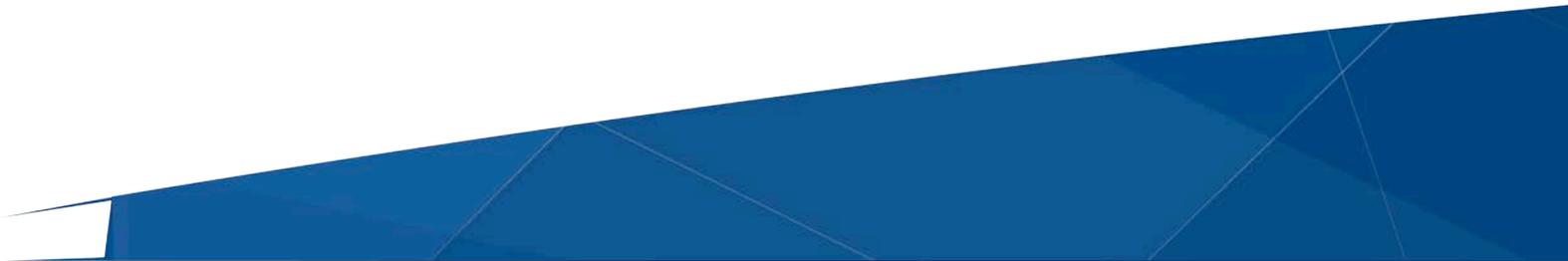
Source: MnDOT (2012-2022)

## Typical Existing Conditions



# 2022 REGIONAL SOLICITATION

Pedestrian Facilities Project Submittals



# CSAH 23 (Marshall St NE) Pedestrian Project

Attachment 1 | Project Narrative

## Project Name

CSAH 23 (Marshall St NE) Pedestrian Project

## City(ies)

Minneapolis

## Commissioner District(s)

2

## Capital Project Number

CP 2984500

## Project Category

Pedestrian

## Scoping Manager

Emily Buell

## Scoping Form Revision Dates

4/7/2022

## Project Summary

Reconstruct sidewalk and boulevard along the east side of Marshall Street NE (CSAH 23) from 3rd Avenue NE to CSAH 153 (Lowry Avenue) in the City of Minneapolis.

## Roadway History

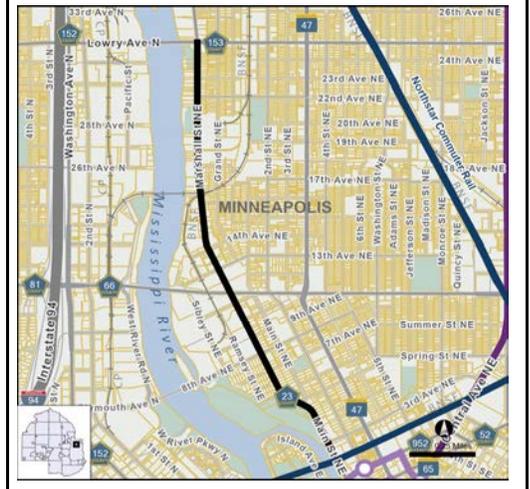
The existing sidewalk facilities along Marshall Street NE (CSAH 23) were originally constructed in 1959 and are showing signs of deterioration. The curb has settled, diminishing its ability to collect storm water and define the roadway edge. Also, minimal pedestrian crossing enhancements (such as curb extensions, raised medians, and beacons) exist along the corridor. Furthermore, the lack of a boulevard in many areas creates a constrained environment for people walking, especially during snowfall events, due the presence of signs, utility poles, and fire hydrants.

## Project Description and Benefits

The proposed project will improve the accessibility, mobility, and safety of people walking through the reconstruction of the existing facilities, introduction of pedestrian crossing enhancements, installation of pedestrian lighting, and upgraded ADA accommodations. As a result, people walking and rolling will experience improved access to the Mississippi River as well as the numerous businesses located throughout Northeast Minneapolis.

## Project Risks & Uncertainties

## Project Map



## Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

## Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	1,470,000
Cost Estimate Year:	2022
Construction Year:	2022
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,470,000
Design Services: \$	220,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	150,000
Contingency: \$	440,000
<b>Total Project Budget: \$</b>	<b>2,280,000</b>

## Funding Notes

# 42<sup>nd</sup> Street Pedestrian Improvements

## 2022 Regional Solicitation Pedestrian Facilities Application



### Project Background

The proposed project would improve pedestrian safety and ADA access at six intersections along 42<sup>nd</sup> Street E in Minneapolis: 42<sup>nd</sup> Street at Stevens Avenue, 3<sup>rd</sup> Avenue South, 4<sup>th</sup> Avenue South, 10<sup>th</sup> Avenue South, 15<sup>th</sup> Avenue South, and Bloomington Avenue. 42<sup>nd</sup> Street is an identified High Injury Street with too-high traffic speeds and pedestrian crossing challenges.

These six intersections address gaps in safe crossing points along the corridor, improve connections to two parks along the route, and are spaced to help address speeding problems. They also address curb ramps that are not fully ADA compliant and a dated traffic signal that does not include accessible pedestrian signals.

### Project Scope

The project includes ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, signal upgrades at the Bloomington Avenue intersection, and coordinated bicycle and traffic safety improvements.

### Benefits

- Improved pedestrian, bicycle, and vehicle safety at 6 intersections along this High Injury Street.
- Improved access with ADA accessible curb ramps and accessible pedestrian signals.
- Enhanced safety and comfort for biking with protected intersection elements.
- Enhanced safety and predictability for drivers with signal and other safety improvements.

Existing conditions at 42<sup>nd</sup> Street and 4<sup>th</sup> Ave S intersection.



### Project Location



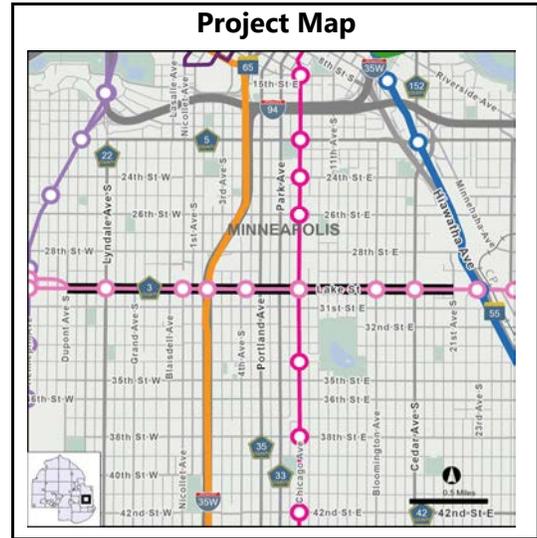
### Project Cost

\$1,623,480 Regional Solicitation grant request  
\$405,870 local match (22%)  
\$2,029,350 total cost

# CSAH 3 (Lake St) Pedestrian Project

Attachment 1 | Project Narrative

<b>Project Name</b>	
CSAH 3 (Lake St) Pedestrian Project	
<b>City(ies)</b>	
Minneapolis	
<b>Commissioner District(s)</b>	
3 4	
<b>Capital Project Number</b>	<b>Project Category</b>
2193300	Pedestrian
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
Emily Buell	4/7/2022



**Project Summary**  
Pedestrian improvements at various locations along Lake Street (CSAH 3) from Dupont Avenue to 21st Avenue in the City of Minneapolis.

**Roadway History**  
Metro Transit is planning ABRT service along Route 21 (nicknamed the B Line) to provide faster and more reliable transit service. Service will extend along Lake Street (CSAH 3) and Lagoon Avenue (CSAH 43). In total, the B line will construct 18 locations along Hennepin County roadways. Each station will likely include features that provide a positive customer experience (such as shelters, message boards, and automatic ticket machines). Additionally, the B Line project will upgrade pedestrian facilities in quadrants that include a station. As a result, a need exists to introduce similar upgrades in the remaining two quadrants to ensure the accessibility and comfort of people walking.

**Project Description and Benefits**  
This proposed project will complement Metro Transit's B Line service by constructing infrastructure to serve people walking, rolling, and taking transit along and across Lake Street (CSAH 3). The B Line is expected to generate additional pedestrian activity along the corridor, and this project will provide accessible pedestrian ramps, spot safety improvements and Accessible Pedestrian Signals (APS) to support the B Line; along with the diverse businesses, restaurants, housing, and community services along the corridor.

**Project Risks & Uncertainties**  
Given the current schedule of Metro Transit's B Line Project that's anticipated to begin service in 2024, additional coordination is needed to align construction and funding timelines.

**Project Timeline**

- Scoping: 2019 - 2020
- Design: Q1 2021 - Q4 2023
- R/W Acquisition: N/A
- Bid Advertisement: Q1 2024
- Construction: Q2 2024 - Q4 2024

**Project Delivery Responsibilities**

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

Project Budget -	Project Level
Construction: \$	3,910,000
Cost Estimate Year:	2022
Construction Year:	2024
Annual Inflation Rate:	0.0%
Inflated Construction: \$	3,910,000
Design Services: \$	590,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	390,000
Contingency: \$	390,000
<b>Total Project Budget: \$</b>	<b>5,280,000</b>

**Funding Notes**  
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the roadway's functional classification of A-Minor Arterial.

# Arlington Avenue Sidewalk Infill

## Project Summary

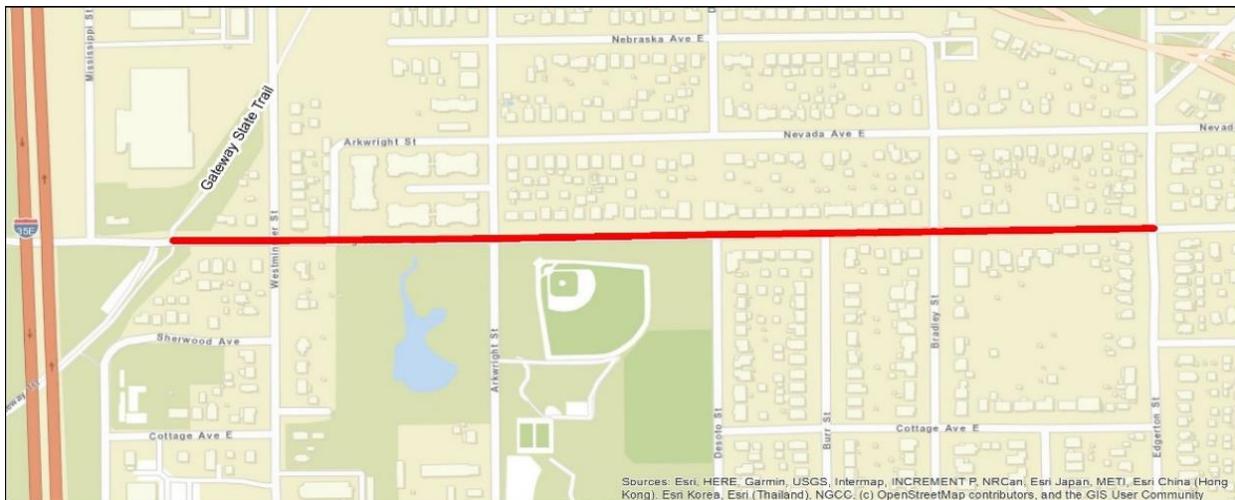
**Applicant:** City of Saint Paul

**Project Summary:** The City of Saint Paul is proposing to construct a total of approximately 600 feet of sidewalk along the north side of Arlington Avenue between Westminster St and Arkwright Street, and 1,500 feet of sidewalk along the south side of Arlington Avenue from the Gateway State Trail to Westminster St and from Desoto St to Edgerton St. The project will result in a new ADA compliant sidewalk connecting residential neighborhoods with recreational opportunities, bus stops and the Gateway State Trail.

The project will also reconfigure the intersection of Arlington Ave and Arkwright St, which is an ideal crossing point to access a neighborhood park from the north. The project will prioritize narrowing the size of the intersection as much as possible to encourage slower speeds, shorter pedestrian crossing distances, ADA compliance, and prepare Arlington Ave for future bicycle facilities connected the Gateway State Trail to existing facilities on Edgerton St.

**Cost:** \$920,000 federal; \$230,000 local; \$1,150,000 total

### Project Location:



**Existing Conditions:** A clear desire path connecting affordable housing with Westminster St intersection.



# Payne Avenue Pedestrian Safety Improvements

## Project Summary

**Applicant:** City of Saint Paul

**Project Summary:** The City of Saint Paul is proposing to pedestrian safety enhancements along the Payne Avenue mixed-use corridor which stretches from Phalen Blvd to the south to Maryland Avenue to the north on the east side of St Paul. Payne Avenue is a main commercial route through the east side of St Paul that also features higher density residential and civic uses spread along the project extent, which is served by high frequency transit (route 64).

The project will reconfigure non-signalized intersections which will result in an updated ADA compliant sidewalk extensions or medians to shorten crossing distances for pedestrians, improve intersection sightlines and give visual cues to drivers to slow speeds and yield to pedestrians.

**Cost:** \$1,200,000 federal; \$300,000 local; \$1,500,000 total

**Project Location:**



**Existing Conditions:** Payne Avenue intersection with Jenks Avenue.





**Project Name:** 78<sup>th</sup> Street Pedestrian Bridge

**Applicant:** City of Victoria

**Primary Contact:**

**Cara Geheren**

City Engineer

City of Victoria

1670 Stieger Lake Lane

Victoria, MN 55386

952-443-4222

Cara.Geheren@focusengineeringinc.com



### Location & Route:

MN Highway 5 at 78<sup>th</sup> Street



### Application Category:

Pedestrian Facilities



### Funding Information:

**Requested Award Amount:** \$2,000,000

**Local Match:** \$1,200,000

**Project Total:** \$3,200,000



### Corridor Fast Facts:

- Identified in the larger Arboretum Area Transportation Plan
- Connect growing residential neighborhood and Holy Catholic Family High School to Downtown Victoria
- Connect to two Tier 1 Bicycle and Trail Network alignments – the Lake Minnetonka Regional Trail and MN Highway 5



\*Design time frame will depend on construction year.



### Project Description

The City of Victoria is seeking funding to construct a pedestrian overpass across Highway 5 at 78<sup>th</sup> Street. The bridge will provide a 12' wide paved and ADA accessible connection between 78<sup>th</sup> Street, the Lake Minnetonka Regional Trail, and downtown Victoria. Highway 5 is a high speed and high-volume barrier to pedestrians.

### Project Benefits/Regional Significance

The 78<sup>th</sup> Street Pedestrian Bridge is needed to connect growing residential areas and Holy Family Catholic High School to downtown Victoria – home to the Victoria Public Library, City Hall, restaurants, shopping centers, new housing developments, and many daily service needs. Pedestrian crossing facilities do not currently exist within half a mile of either direction on Highway 5. The bridge provides facilities to connect pedestrians to two Tier 1 Bicycle and Trail Network alignments and the Carver Park Reserve.



### Project Development and Status

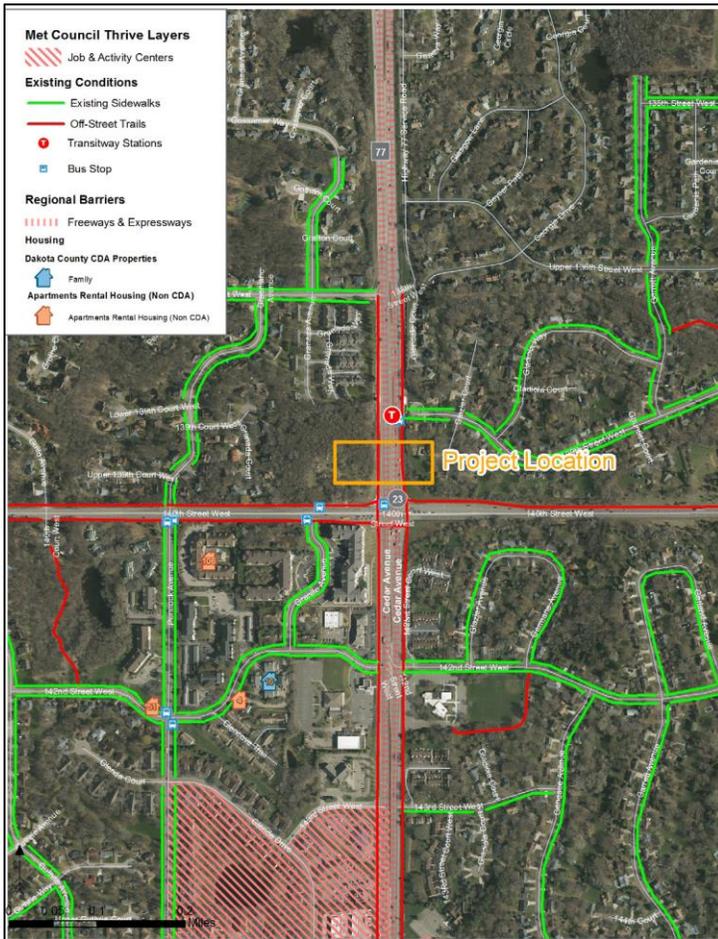
The proposed project is part of the larger Arboretum Area Transportation Plan, a multi-city and multi-corridor study aimed at identifying and developing transportation improvements that address traffic management, safety, and project phasing. Four open houses, engaging over 400 residents, were hosted during the project. Agencies involved are now beginning the process of funding and implementing projects identified through the planning process, including the grade separation at 78th Street. This includes the design and construction of an expansion project to the east of this location partially funded through the prior round of the Regional Solicitation.

For more information email:

Cara.Geheren@focusengineeringinc.com

# Cedar Avenue Pedestrian Bridge at 140th Street

## DAKOTA COUNTY



Project Location:	Apple Valley
Requested Award:	\$2,000,000
Total Project Cost:	\$2,871,833

### PROJECT DESCRIPTION

The proposed bridge will provide a safe, grade separated crossing of CSAH 23 (Cedar Avenue) at 140th Street. This bridge will replace a crosswalk across Cedar Avenue that is subject to high travel volumes and speeds, as well as a high volume of turn movements that pose a further risk to pedestrians. This project will provide improved access for all pedestrian and bicycle trip purposes within the local area by removing a major barrier. Access to and from the METRO Red Line Station at 140th Street will also be substantially improved.

### PROJECT BENEFITS

- This overpass will provide a safe connection for pedestrians, bicyclists, and transit users over Cedar Avenue, a principal arterial with a current traffic volume of over 51,000 vehicles per day, improving access to employers, commercial destinations and institutions.
- The overpass will effectively address continuing concerns for pedestrian safety by replacing an at-grade crossing.
- The overpass will help complement a larger network of off-street trails and sidewalks used for accessing transit service, employment, schools and recreation.
- The overpass will help overcome a transportation barrier recognized in the Metropolitan Council's Regional Bicycle Barriers Study.
- The overpass will help promote recreational use of the local trail network by increasing the safety of pedestrian facilities and improving access to local parks.



# CSAH 5 Pedestrian Facility



## Project Location

The pedestrian improvements will be along CSAH 5 between Owens Street and Pine Tree Trail in the City of Stillwater.



## Funding Request

Federal: \$ 400,000

Local Match: \$ 100,000

Project Total: \$ 500,000



## Project Goals

- ◆ Make pedestrian travel safer with ADA compliant sidewalk and pedestrian island
- ◆ Connect pedestrians to preschools, churches, Lily Lake Elementary, and the rest of the Stillwater pedestrian network
- ◆ Improve transit accessibility through pedestrian infrastructure

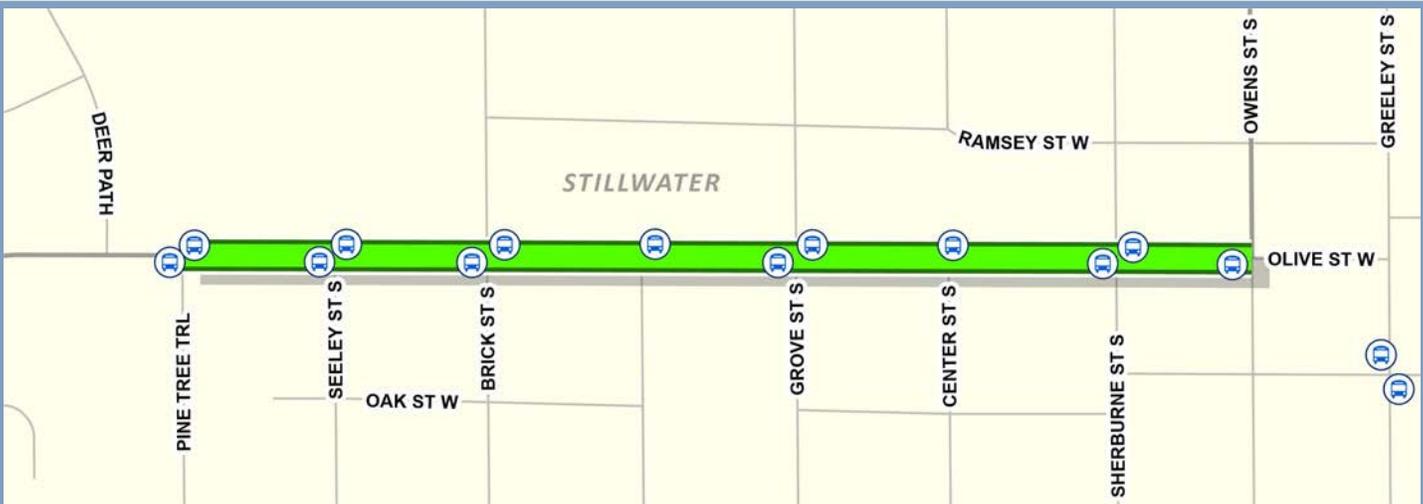
## Project Summary

There is currently no sidewalk along this segment of CSAH 5, meaning pedestrians must walk in a roadway with 8,900 AADT, a 30mph speed limit, and 24 recorded crashes in the last 10 years. This project would add an ADA compliant sidewalk and a pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

Closing this gap in the pedestrian network will allow easy pedestrian connections to a local grocery store, Lakeview Hospital, Lily Lake Elementary, preschools, churches, and more. This project also makes pedestrian connections to downtown Stillwater and the shopping center along Stillwater Blvd near TH36. Route 294 has numerous stops along the project area; this project would enhance the attractiveness and safety of riding transit, improving access to downtown St. Paul workplace, recreational, and medical destinations. The project area has a relatively high proportion of elderly adults and people with disabilities, especially with the new senior housing on Brick Street. These residents would especially benefit from the safety and access improvements this project would bring.

## Summary of Benefits

- ⇒ Safer pedestrian travel
- ⇒ Connects to existing pedestrian network and local destinations
- ⇒ Leverages simultaneous roadway improvements

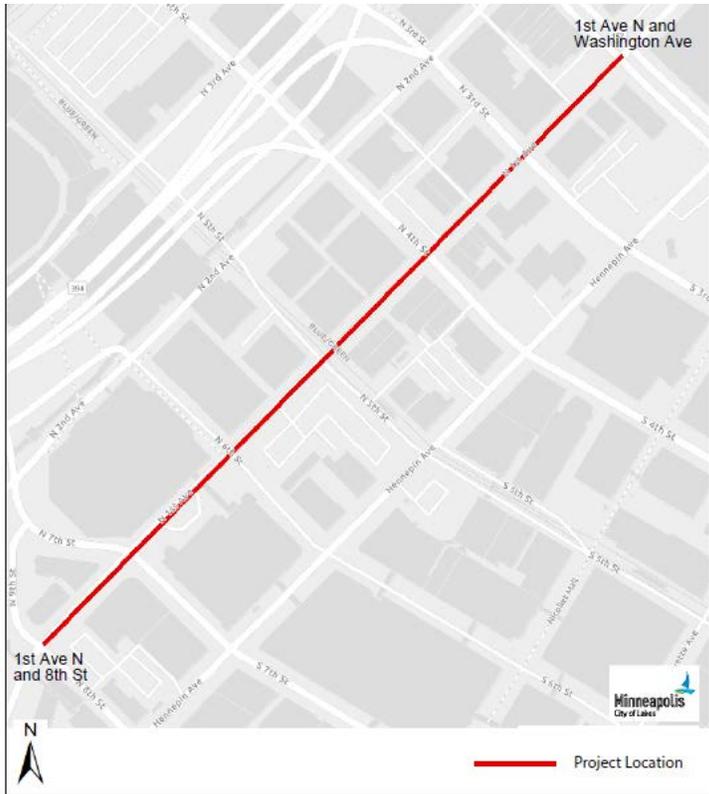


## Project Background

The proposed project would improve pedestrian safety and access along 1st Avenue North for 0.5 miles between Washington Avenue and 8th Street. 1st Avenue North has among the highest pedestrian demand in the region. The street has significant pedestrian needs, including curb ramps that are not fully ADA compliant, narrow sidewalks, pedestrian safety challenges, and a lack of greening.

The project includes a full street reconstruction focused on improving the pedestrian environment. Improvements will include wider sidewalks, improved greening, signal upgrades, ADA-compliant curb ramps, bump outs and other safety improvements, and signage.

## Project Area



1st Avenue North at 3rd Street



## Project Scope

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.

- Make sidewalks wider and accessible for all.
- Improve safety for all, especially pedestrians.
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

## Existing Conditions

Average Number of Daily Users

3,030 pedestrians

610 bicyclists

8,000 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes with turn lanes at most intersection, bike lanes, and parking lanes on either side of the street. The corridor is lined with businesses, including Target Center, numerous bars, restaurants, and nightclubs, a hotel, and retail and office.

### Reported Crashes      Crashes with Injuries

	24	22
	19	17
	279	52

*Reported crashes from 2012-2021 from MnDOT MnCMAT.*

# Elliot Park Pedestrian Improvements

## 2022 Regional Solicitation Pedestrian Facilities Application

### Project Background

The proposed project would improve pedestrian safety and ADA access at four intersections in the Elliot Park Neighborhood of Minneapolis: Portland Avenue and 15<sup>th</sup> Street, Park Avenue and 14<sup>th</sup> Street, 11<sup>th</sup> Avenue South and 15<sup>th</sup> Street, and 11<sup>th</sup> Avenue South and 17<sup>th</sup> Street. Elliot Park is a dense neighborhood on the edge of downtown with a lot of pedestrian activity.

These four intersections have particular pedestrian safety and access opportunities and needs. Most curb ramps are not fully ADA compliant, the traffic signals are dated and do not include accessible pedestrian signals, and there are generally not curb extensions or pedestrian refuge islands. All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors.

### Project Scope

The project includes signal upgrades, ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, and coordinated bicycle and traffic safety improvements.

### Project Location



### Benefits

- Improved pedestrian, bicycle, and vehicle safety at these 4 high crash intersections.
- Improved access with ADA accessible curb ramps and accessible pedestrian signals.
- Enhanced safety and comfort for biking with protected intersection elements.
- Enhanced safety and predictability for drivers with signal and other safety improvements.

*Existing conditions at Portland Ave and 15<sup>th</sup> Street, which had 89 crashes from 2012-2021, including 4 pedestrian injuries.*

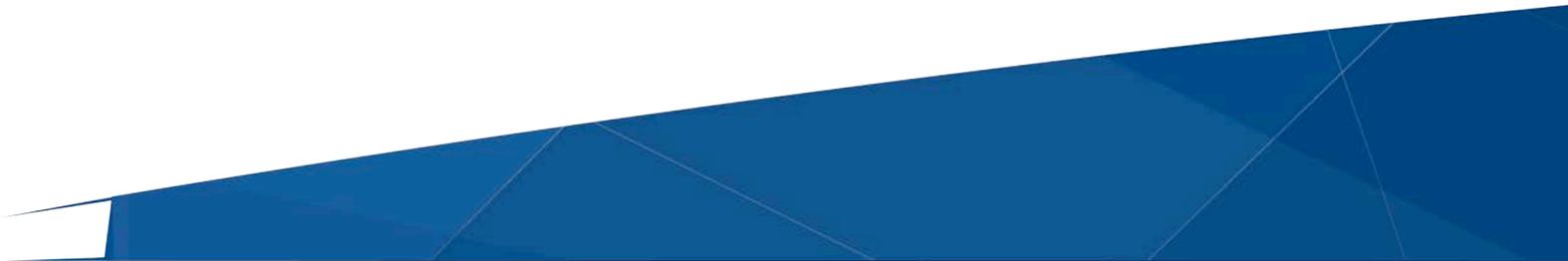


### Project Cost

\$2,000,000 Regional Solicitation grant request  
\$564,770 local match (22%)  
\$2,564,770 total cost

# 2022 REGIONAL SOLICITATION

Safe Routes to School Project Submittals



## Koehler Road/Edgerton Street (CSAH 14) Safe Routes to School Trail

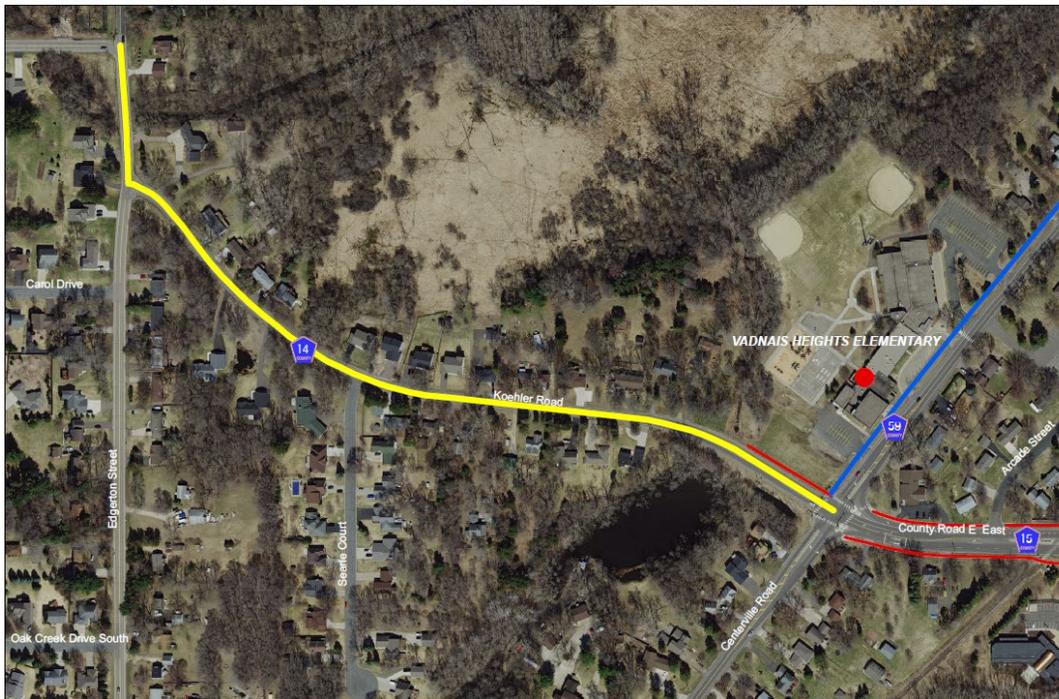
<b>Applicant:</b>	Ramsey County
<b>Project Location:</b>	Koehler Road/Edgerton Street from the Northerly Intersection of Koehler Road and Edgerton Street to Centerville Road
<b>Total Project Cost:</b>	\$697,067
<b>Requested Federal Dollars:</b>	\$557,653
<b>Local Match Dollars:</b>	\$139,414

### Project Description:

The proposed project will construct a separated bicycle and pedestrian trail along Koehler Road and Edgerton Street from the northerly intersection of Koehler Road and Edgerton Street to Centerville Road in the City of Vadnais Heights, providing a Safe Route to School for Vadnais Heights Elementary School students.

### Project Benefits:

Construction of a separated bicycle and pedestrian trail along Koehler Road and Edgerton Street will negate the need for elementary school age children to bike or walk along the paved shoulder to travel to Vadnais Heights Elementary School. Traffic volumes along Koehler Road are currently 3,000 AADT and vehicles regularly travel in excess of the posted 30 MPH speed limit. Due to these extremely unsafe conditions, less than one percent of students currently bike or walk to school and students that do bike or walk must have a parent permission letter on file with the school.



# Chelsea Heights Elementary Pedestrian Improvements

Applicant: City of Saint Paul

Requested Award Amount: \$1,000,000

Total Project Capital Cost: \$1,440,000

## Project description and benefits

The application proposes installing curb extensions and/or median islands and ADA compliant ped ramps at each of the following intersections (see attached concept map)

- Hamline Ave and Hoyt Ave
- Hamline Ave and Nebraska Ave
- Huron St and Hoyt Ave
- Hamline Ave and Arlington Ave
- Hamline Ave and Frankson Ave
- Hamline Ave and Midway Pkwy

These curb extensions and/or median islands will narrow the crossing distance, improve visibility of people walking and biking, and help to slow drivers, thereby increasing safety and comfort for all users in the area. People walking to the Northwest Como Rec Center, which shares a site with Chelsea Heights Elementary, will benefit from these improvements, too.

Chelsea Heights Elementary is categorized as a “Community School” by Saint Paul Public Schools, which means the school largely draws students from the immediate area. Indeed, 82 of the 330 students (25 percent) live within one mile of school and would benefit from these improvements.

## Background

In 2017, Chelsea Heights Elementary school completed a Safe Routes to School Plan. The planning effort brought together city, county, and state planning, engineering, and public health staff, plus school and school district staff, as well as students, community members, and families. The plan resulted in program recommendations to get more students and families to try walking and biking. It also recommended infrastructure improvements to improve safety and comfort for students and community members in the area. This application heavily references the infrastructure recommendations from the 2017 Plan. Since that plan, Chelsea Heights community and SPPS staff have implemented several program recommendations from the plan: Walk and Bike to School Day, Bus Drop and Walk events, and will soon implement Walk Bike Fun! curriculum in PE class and will make use of the SPPS bike fleet to practice riding on.

# South & Folwell Safe Routes to School Project

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

## Project Overview

The City of Minneapolis is requesting a federal grant to fund the South & Folwell Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along 21st Avenue South between East 28th Street/Midtown Greenway and East 43rd Street. Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- Traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, pedestrian refuge medians, speed bumps, raised crossings

## Benefits

The South & Folwell Safe Routes to School project will improve pedestrian and bicycle facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to South High School, Folwell Elementary School, the Midtown Greenway, other bikeway facilities, parks, and key destinations in the project area.

## Project Schedule



If selected, improvements would be implemented in 2026 or 2027. Minneapolis Public Works will be installing temporary improvements at select High Injury Street intersections prior to project implementation.

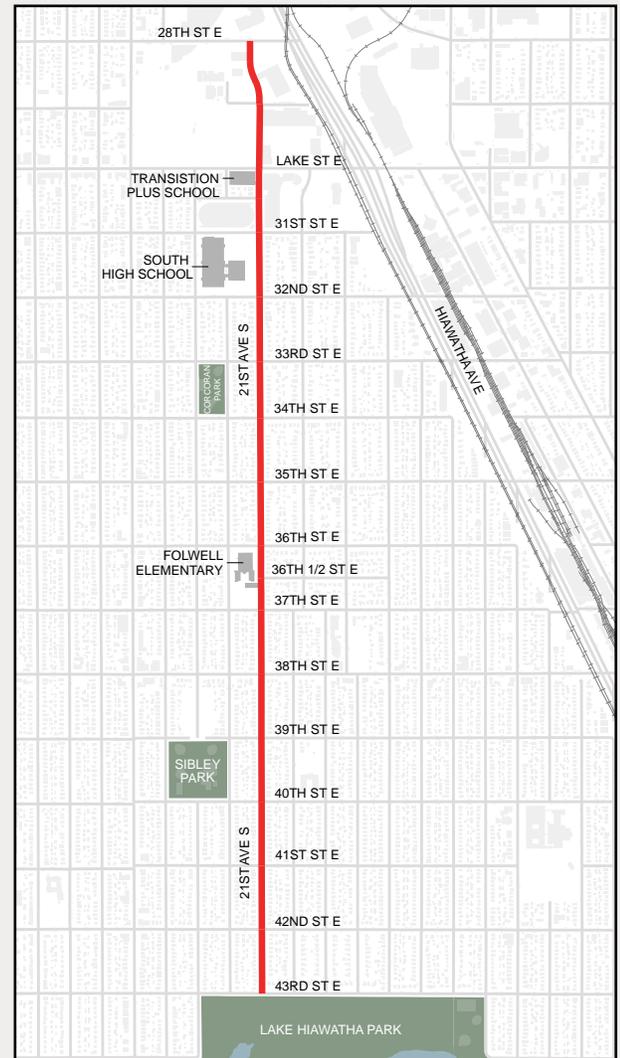
**Requested Federal Amount:** \$1,000,000

**Total Project Cost:** \$1,378,850

## Contact

**Amy Barnstorff**, *Transportation Planner*  
Transportation Planning and Programming - Public Works  
City of Minneapolis  
612-673-2129  
amy.barnstorff@minneapolismn.gov

## Project Area



— Project Location



Existing Conditions on 21st Avenue South



# Whittier Safe Routes to School Project

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

## Project Overview

The City of Minneapolis is requesting a federal grant to fund the Whittier Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along and across West 26th St, West 27th St, and West 28th St at various intersections between Lyndale Avenue South and Blaisdell Avenue. Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- Traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, pedestrian refuge medians, speed bumps, raised crossings

In 2017, Whittier Elementary School developed a Safe Routes to School plan through the MnDOT SRTS Planning Assistance Grant that identifies key locations where infrastructure improvements are needed. This project reflects the recommendations within Whittier's SRTS Plan.

## Benefits

The Whittier Safe Routes to School project will improve pedestrian and bicycle facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to Whittier Elementary School, other bikeway facilities, parks, and key destinations in the project area.

This project supports the City's equitable prioritization of multimodal improvements and its Vision Zero commitment to eliminate fatal and serious injury traffic crashes within 10 years.

## Project Schedule



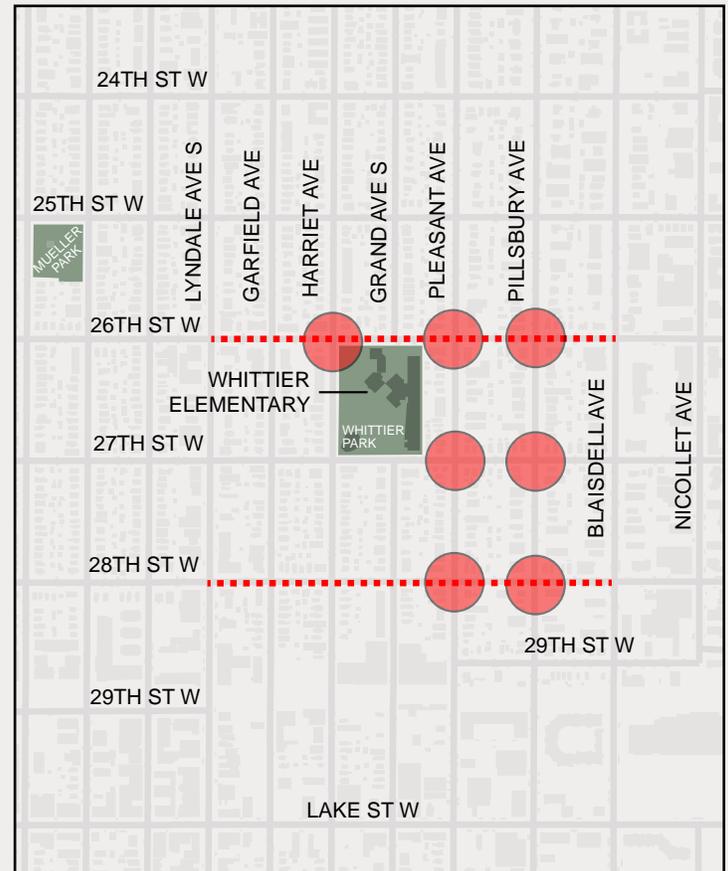
**Requested Federal Amount:** \$1,000,000

**Total Project Cost:** \$1,317,030

## Contact

**Amy Barnstorff**, *Transportation Planner*  
Transportation Planning and Programming - Public Works  
City of Minneapolis  
612-673-2129 | amy.barnstorff@minneapolismn.gov

## Project Area



## Existing Conditions

According to the student travel tallies completed during the development of the Whittier SRTS plan (2017), **15% of students at Whittier Elementary walk or bike to school.**





## Project name: 73rd St SRTS Ped/Bike Connection (Centennial Elementary)

**Applicant:** City of Richfield

**Project location:** 73rd St from Bloomington Ave (MSAS 368) to Cedar Ave (MSAS 369)

**Total project cost:** \$810,000

**Requested federal amount:** \$635,000

**Local match:** \$175,000 (21.6% local match)

### Project description:

The City of Richfield is proposing to narrow the road and install a multi-use trail on 73rd St from Bloomington Ave to Cedar Ave in one of the most diverse parts of the city. The project will include improved ADA access and crossing at Bloomington Ave and 16th Ave as well as new ADA access to the Nokomis-Minnesota River Regional Trail at Cedar Ave. The connection will serve students at Centennial Elementary at Bloomington Ave, transit riders of the Route 515 bus (high frequency pre-pandemic), the regional trail, and bicyclists on the share-the-road on Bloomington Ave. The trail will provide safe off-street travel and crossings for students, families, community members, and commuters.

### Project benefits:

- Off-street travel for pedestrians and bicyclists
- Increased traffic calming and visibility via narrowed road and on-street parking restrictions
- New ADA access to regional trail (nearest ramps 0.3 miles away)
- New boulevard for trees and snow storage
- Better connectivity to regional trail, public transit, school bus stops.

- Off-street trail ———
- Crossing enhancements ○
- Existing regional trail - - - - -

### Project area:



# Valley View Schools Area SRTS Improvements Project Summary



<b>Applicant:</b>	City of Bloomington
<b>Project Location:</b>	E 88th Street between CSAH 52-Nicollet Avenue and CSAH 35-Portland Avenue
<b>Total Project Cost:</b>	\$498,040
<b>Requested Federal Dollars:</b>	\$398,000

## Project Description:

The Valley View Schools Area Safe Routes to School (SRTS) improvements project will improve bicycle and pedestrian facilities along E 88th Street, between County State Aid Highway (CSAH) 52-Nicollet Avenue to CSAH 35-Portland Avenue and at the intersection of CSAH 35-Portland Avenue and Bischoff Lane and at the intersection of 88th Street and Clinton Avenue for travels of all ages and abilities by establishing a safe and comfortable connection to Valley View Elementary School and to Valley View Middle School. This project will also provide connection to other sidewalk facilities, parks, and key destinations in the project area. The primary goal of the proposed project is to improve multimodal safety and access for K-12 students and encourage active transportation for the neighboring community.

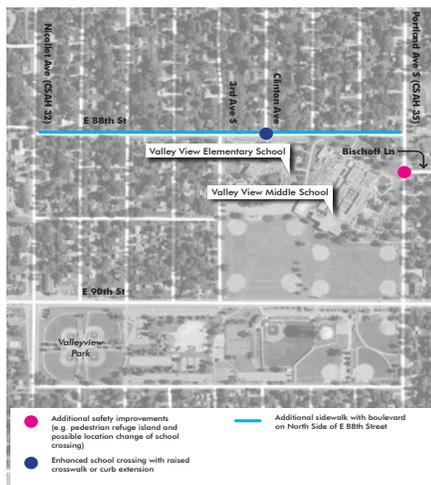
## The proposed project includes the following improvements:

- Sidewalk: 2,200 linear feet of new, six-foot-wide, ADA-compliant buffered sidewalk along the northside of E 88th Street (two-lane, local street) from CSAH 52-Nicollet Avenue (three-lane, other arterial) to CSAH 35-Portland Avenue (three-lane, A-minor expander).
- Curb Ramps: 22 new, ADA-compliant curb ramps along E 88th Street, Portland Avenue and at the two school sites for connection to the public sidewalk.
- Pedestrian Island Refuge: One 8 to 10-foot-wide median at the Portland Avenue (RBTN Tier 1 Alignment) pedestrian crossing at Bischoff Lane with modifications to the existing RRFB infrastructure and addition of a center median signage assembly.
- Crosswalk Enhancement: One raised crosswalk or curb bump out enhanced school crossing from the school entrance across E 88th Street at Clinton Avenue.

## Project benefits include:

- Strengthen Bloomington's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous east-west link to and last-mile bicycle and pedestrian facilities to transit routes and key destinations, enabling residents of low-income housing to access regional job centers in areas with higher housing costs

## Project location:



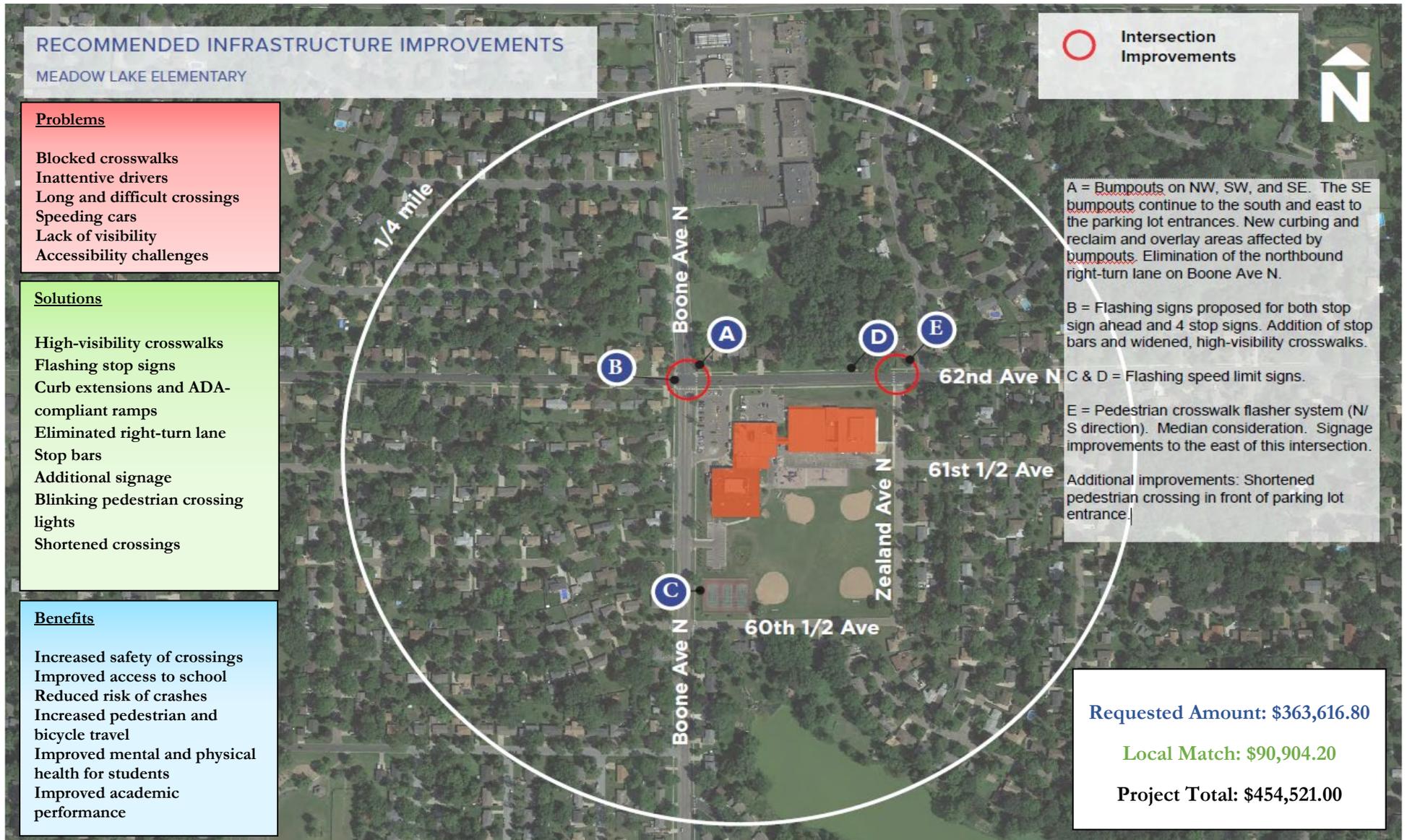
## Existing conditions:



# Meadow Lake Elementary Safe Routes to School

City of New Hope, MN

Hennepin County





# Delaware Avenue Trail Gap and School Safety Improvements

MULTIUSE TRAIL AND SCHOOL CROSSING NEAR TWO RIVERS HIGH SCHOOL

## PROJECT DESCRIPTION

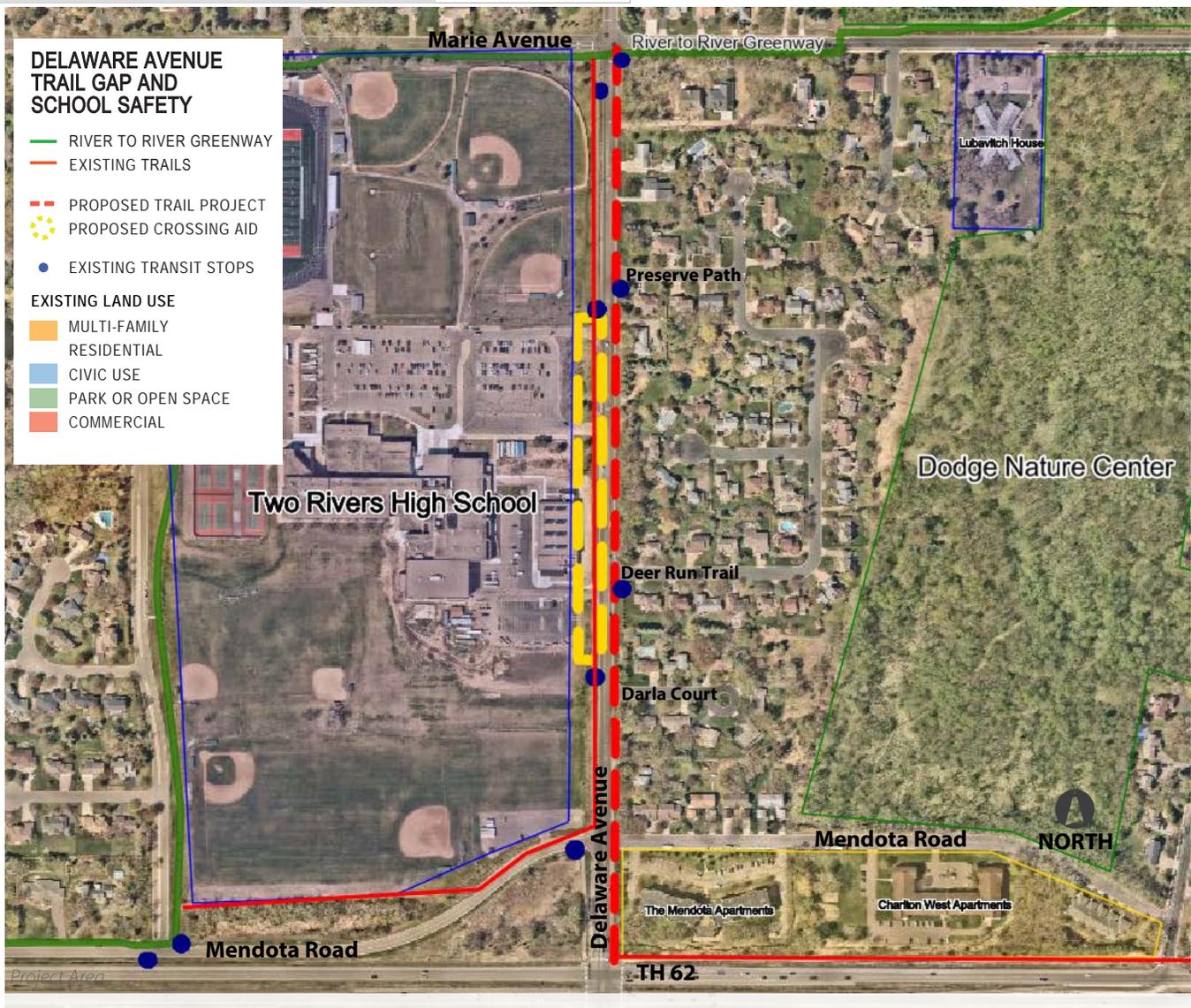
The Delaware Avenue Trail Gap and School Safety Improvements project will close a critical gap in the bicycle and pedestrian network near Two Rivers High School. The proposed project will construct a multi-use trail along the east side of Delaware Avenue from TH 62 to Marie Avenue. An enhanced crossing with a median refuge and RRFB near the school will create a safe crossing location for students and other users. The project will also increase multi-modal accessibility to the nearby River to River Greenway and Tier 1 RBTN alignment along TH 62.

### Location: West Saint Paul and Mendota Heights

Requested Award Amount:	\$600,000
Total Project Cost:	\$750,000

## PROJECT BENEFITS

- » Provides local connections between Two Rivers High School and nearby residential areas east of Delaware Avenue.
- » Fills a gap in the local trail network with strengthened connections to the River to River Greenway and the TH 62 Tier 1 RBTN Alignment.
- » Provides safer connections to transit stops along Delaware.
- » Direct access to neighborhood amenities including the Dodge Nature Center and Two Rivers High School Aquatic Center.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail and improved crossing of Delaware that meets ADA standards.





# Marie Avenue SRTS

## South St. Paul Secondary Safe Routes to School (SRTS)

**Project Name:** Marie Avenue SRTS

**Applicant:** South St. Paul

**Primary Contact:**

Sue Polka  
City Engineer  
125 3rd Avenue N  
South St. Paul, MN 55075  
651-554-3214  
spolka@southstpaul.org



### Location & Route:

Marie Avenue,  
City of South St. Paul



### Application Category:

Safe Routes to School (SRTS)



### Funding Information:

Eligible Construction Amounts

**Requested Award Amount: \$1,000,000**

**Local Match: \$1,246,000 (55%)**

Other City Participation

**Local Amount: \$424,000 (Engineering)**

**Total Project Amount: \$2,670,000**



### Local Investments:

- Statewide Health Improvement Grant for Development of SRTS Plan
- Completion of district SRTS Plan
- Preliminary Engineering Plan and Cost Estimate



### Project Benefits:

- Addresses many deficiencies and safety issues within an area serving several school facilities and the City's core commercial area
- ADA compliance
- Continuous bicycle facilities in a designated RBTN Tier 1 Corridor



South St. Paul  
Public Schools



### Project Description

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (3rd Ave to 9th Ave), and 2nd Street (Marie Ave to 9th Ave) in front of South St. Paul Secondary. Project improvements will improve connections for surrounding residential neighborhoods to South St. Paul Secondary, Lincoln Center Elementary, Central Square Community Center, South St. Paul Educational Foundation, Adult Basic Education Center, the South St. Paul Library and several local businesses.

### Immediate Need

Due to close proximity of school facilities, higher housing density, and low income population, a large percentage (approximately 20%) of students walk or bike to and from South St. Paul Secondary School. Parent, staff, and student responses collected as part of a recently completed SRTS Planning Study made it clear that current deficiencies in the pedestrian system raise safety concerns and keep many parents from encouraging their children to walk and bike to school. In the past 3 years, ten accidents involving a bicyclist occurred in the project area, one of which was a fatal.

### Deficiencies and Safety

The following highlights the issues and concerns to be addressed by this project:

- Existing sidewalks along Marie are aged, narrow, and in substandard condition. Children are often seen walking or biking in the road or boulevard.
- Several pedestrian ramps in the project area are not ADA compliant
- Marie Avenue is designated as a Tier 1 RBTN alignment and currently has no existing bicycle facilities. Bike lanes, as part of this project, will serve both a SRTS and regional non-motorized transportation purposes.
- Several primary intersections providing access to South St. Paul Secondary and Lincoln Center Elementary are skewed and have sightline issues.
- Closely spaced and offset intersections along Marie Avenue, from 9th Avenue N to 3rd Avenue N, create many conflict points between Marie Avenue traffic, side street traffic, and pedestrians and bicyclists accessing the schools and the City's core commercial area



<https://www.co.dakota.mn.us/Government/publiccommittees/SHIP/Pages/safe-routes-to-school.aspx>



# CSAH 10 Safe Routes to School Multi-Use Path Project



## Applicant, Location, & Route:

City of Chaska, County State Aid Highway 10 between Ridge Lane and Ravoux Road



## Application

Category: Safe Routes to School Infrastructure



## Funding Information:

Requested Award Amount: \$825,520  
Local Match: \$206,380  
Project Total: \$1,031,900



## Match \$ Sources:

- City of Chaska
- Carver County

## Project Description

The Engler Boulevard (CSAH 10) Safe Routes to School Multi-Use Path Project would construct a dedicated bicycle and pedestrian facility on the north side of CSAH 10 between Ridge Lane and Ravoux Road, connecting two regional trail networks. The project would also increase access to an existing pedestrian underpass along the Lions Park Trail at CSAH 10 and Ridge Lane. This project would provide a continuous trail connection between the property containing Chaska Middle School East, Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center to the community south of CSAH 10, as well as Brandondale Estates, a development of 430 manufactured homes and potential environmental justice community.

This section of CSAH 10 has high volumes of traffic and a posted speed of 50 miles per hour. The limited access options for Brandondale Estates provides no alternatives for residents who need to bike, walk, or roll west to access the school and services beyond Ride Lane. During the recently completed Highway 10 Corridor Study, locals were observed walking along the shoulder to make east-west connections between the public school complex and homes to the east.

Filling this trail gap will connect the Lions Park trail system with the Chaska Orange Loop, allowing students and other community members to use the trail network to walk, bike, or roll to school, recreation, and other vital destinations.

The Brandondale and Ravoux neighborhoods are located north and south of this section of CSAH 10 and are within a distance that typically wouldn't receive bussing. However, ISD 112 recognizes the lack of infrastructure and dangerous crossings along CSAH 10 as a hazard area, and currently provides bussing for children who live in these communities. These neighborhoods and others east of Ridge Lane would benefit from this trail connection.

These improvements are part of the Highway 10 Corridor Study improvement implementation strategy, which has identified significant safety and mobility improvements along the corridor between Highway 43 in Laketown Township and Highway 61 in Chaska. These improvements would connect with investments planned at the intersection of TH 41 and CSAH 10 and is along a tier 2 RBTN alignment.

## Project Benefits

A trail along CSAH 10 would increase access between regional destinations such as parks, a community center, and school. The separate facility would increase safety for all users, and address specific parental safety concerns identified in a 2020 SRTS survey that stated that a lack of dedicated trails and proximity to traffic was a significant barrier for allowing children to walk or bike to school. The proposed trail would address gaps in the Tier 2 Trail Corridor alignment of the RBTN and a Carver County Linking Trail that is connected regionally. **The proposed improvements will increase corridor segment safety for both vehicles and pedestrians, address local safety concerns, and provide a safe pedestrian/bicycle route to Chaska Schools and the Community Center west of Ridge Lane.**



Project Location