2022 REGIONAL SOLICITATION

Traffic Management Technologies Project Submittals

MARYLAND AVENUE TRAFFIC SIGNAL MODERNIZATION

PROJECT ELEMENTS AND BENEFITS

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

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

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

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

PROJECT COST

Total project cost: $2,903,000

Federal request amount: $2,322,400

Project Summary

Traffic Signal Technologies and ITS Corridor Enhancements

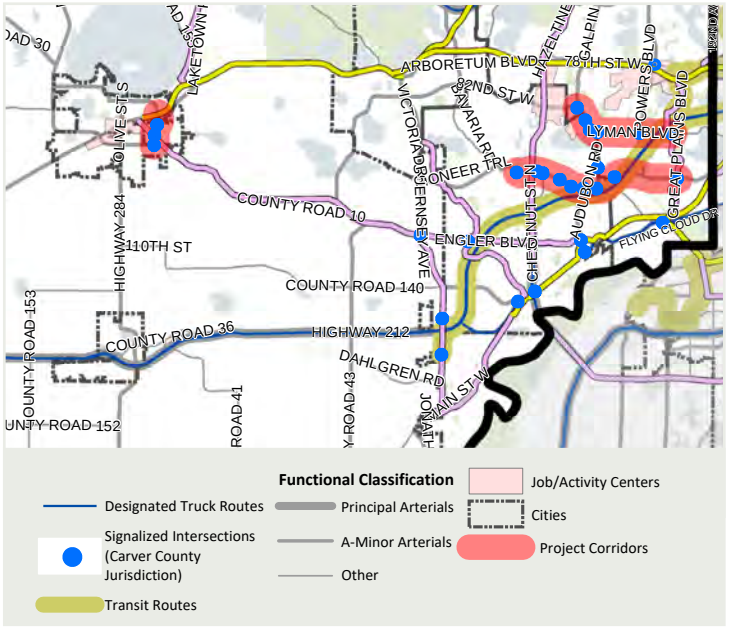
Applicant: Carver County

April 14, 2022

Project Overview

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

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



Project Area

Project Benefits

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

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

Existing Carver County Traffic Signal

Project Schedule

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

Requested Federal Amount

$2,000,000

Total Project Cost

$2,500,000

CONTACT:

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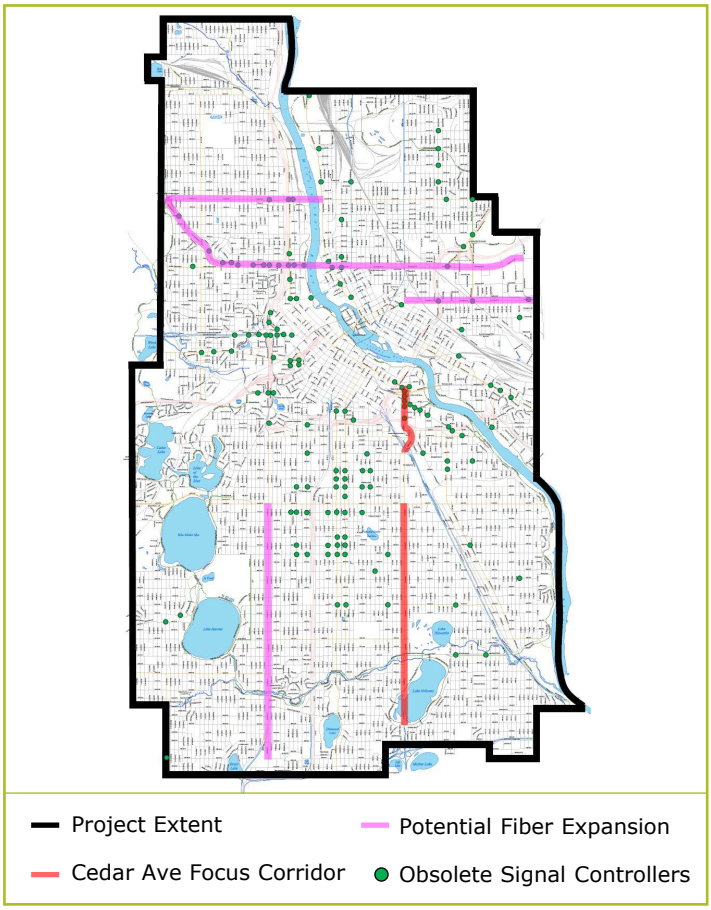
https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan

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

Minneapolis ITS Upgrades and Enhancements

PROJECT MAP:



EXISTING CONDITION PHOTO:

PROJECT BENEFITS:

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

APPLICANT:

City of Minneapolis

PROJECT AREA:

- Minneapolis Citywide
- Focus Corridor: Cedar Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

$2,400,000

TOTAL PROJECT COST:

$3,000,000

PROJECT DESCRIPTION:

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

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

SUMMARY:

PROJECT NAME: 2026 Signal Equipment Replacement and Signal Optimization

APPLICANT: MnDOT METRO DISTRICT – Mike Fairbanks (Signal Operations Engineer)

ROUTES: Cabinet replacements will occur throughout the MnDOT Metro District. The signal optimization project will occur on TH 65 from 40th St. in Columbia Heights to TH 10 in Blaine

LOCATIONS: This project will take place on many roadways within the MnDOT Metro District. A sample of locations include TH 3 in Eagan/Rosemount, TH 5 in Chanhassen, TH 61 in Hugo, and TH 62 in Mendota Heights. This list includes various ramp intersections with local roads which have recently been turned back to MnDOT (TH 35W @ Lexington, TH 35W @ Lake Drive, TH 610 @ Broadway, TH 610 @ Zane, TH 610 @ Noble and TH 100 @ Duluth Street).

TOTAL PROJECT COST: $3,000,000 which includes $2,400,000 Federal Funding and $600,000 in State Funding match. Of the $3,000,000 – ($400,000) will be used for Mobilization and Traffic Control, ($60,000) will be used for signal optimization, and the remaining $2,540,000 will be used to buy new signal system equipment [approximately 70 intersections].

PROJECT DESCRIPTON: This project will sustainably upgrade the current TS1 Cabinets and Non-Ethernet compatible Controllers throughout the MnDOT Metro District. These technological expansion upgrades will allow MnDOT to become CAV (Connected and Automated Vehicle) ready for future deployments of that emerging technology. The technological expansion upgrades will also allow MnDOT to seamlessly connect the remaining infrastructure to their Automated Traffic Management System (Kinetics) program allowing the Metro District to use High Resolution Data to better manage the Arterial Corridors. These signal systems technological expansion upgrades are located throughout the Metro District.

In addition, this project will utilize the current MnDOT ATMS (Kinetics) to do signal optimization along the TH 65 corridor from the city of Columbia Heights to Blaine. This optimization will be done in concert with Met Transit to obtain the best TSP (Transit Signal Priority) available for the corridor.

PROJECT BENEFITS: Safety and Security – To provide a more reliable transportation system by preserving and maintaining the roadway system through the replacement of obsolete roadside infrastructure.

Access to Destinations – This project ensures that the roadside infrastructure is compatible with other technologies like TSP (Transit Signal Priority) or emerging technologies like CAVx ethernet communications. The project also provides a reliable roadside infrastructure for pedestrians and bikes to provide access across arterial roadways. Lastly, the project provides equipment capable of being remotely controlled by the ATMS (Advanced Traffic Management System) which can be used to provide real-time signal timing changes as needed for all users.

2022 REGIONAL SOLICITATION

Spot Mobility and Safety Project Submittals

CSAH 49 at CSAH 32 Spot Mobility Improvement

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

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

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

Existing Conditions

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

Project Description

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

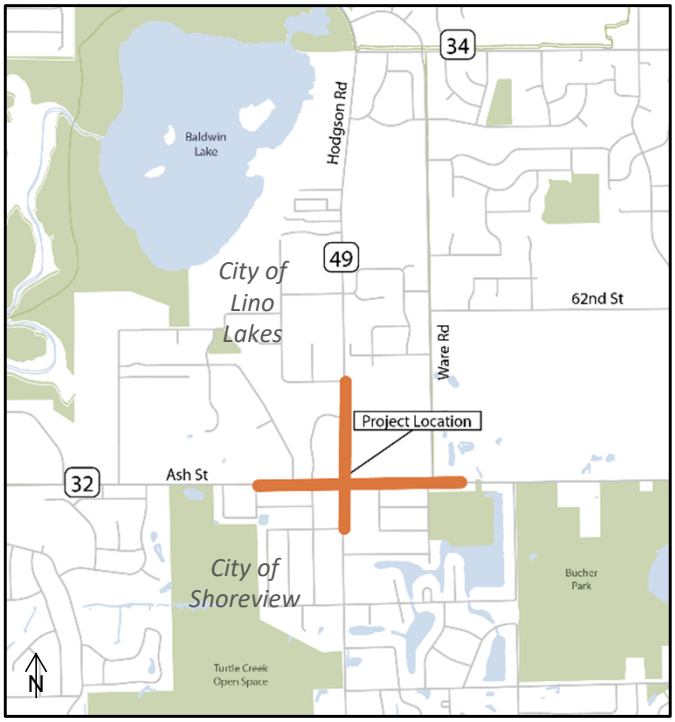
Plans for the roadway project area include a new multi-use trail in the northwest quadrant (from Woodridge Lane to CSAH 49 and north on CSAH 49). The new trail would connect to the existing trail on the south side of CSAH 32 and expand the non-motorized accommodations in the project area.

Issues to be Addressed

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

CSAH 49 at CSAH 32 Project Location

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



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

Proposed Improvements

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

Project Benefits

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

CSAH 21 at CSAH 32 Spot Mobility Improvement

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Project Name: CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County
Geographic Limits: Intersection of CSAH 21 (Centerville Road) and CSAH 32 (Ash Street)

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: $1.4 Million
Requested Amount: $1.1 Million

Existing Conditions

CSAH 21 (Centerville Road) is a north-south roadway that intersects with CSAH 32 (Ash Street), an east-west roadway, at a T-intersection. Both roadways are functionally classified as A-Minor Arterial Expanders. CSAH 21 has a 50-mph posted speed limit in the project area, and CSAH 32 has a 45-mph posted speed limit in the project area.

CSAH 21 runs parallel to I-35E on the west side and provides access to commercial and residential properties to the south and several residential properties to the north. Access to I-35E exists approximately 0.5-miles to the southeast, which provides connections to the regional transportation system. There are currently no non-motorized facilities within the project area nor any active transit stops.

! Issues to be Addressed

- Traffic congestion
- High crash rates
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage

✓ Proposed Improvements

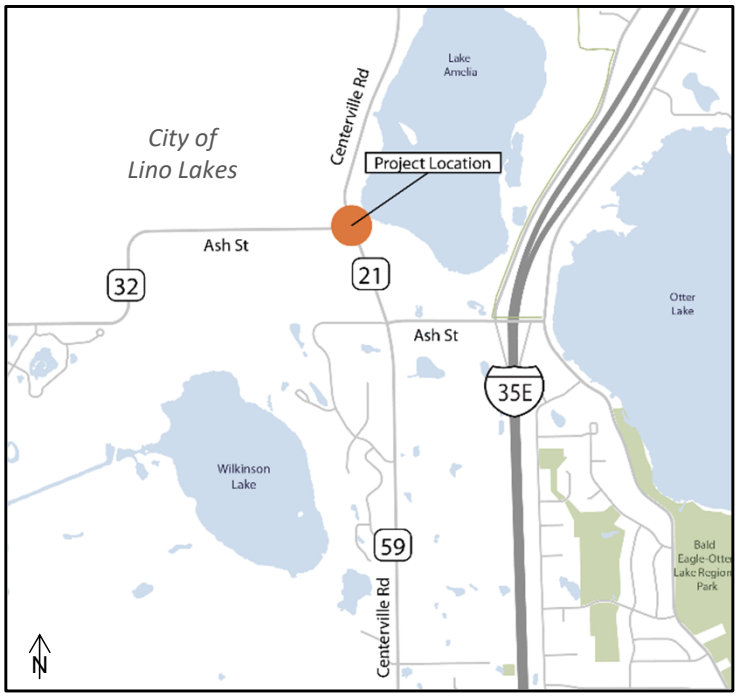
- New single-lane roundabout
- Paved shoulders leading into roundabout

✓ Project Benefits

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

CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Project Location

City of Lino Lakes, Anoka County



Project Description

The project will convert the existing minor-stop controlled intersection at CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) to a single lane roundabout. This improvement includes wide 6-foot paved shoulders on CSAH 21 and CSAH 32 leading into the roundabout. The improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J.

Based on 2019-2021 historical crash data, the intersection's crash rate exceeds the MnDOT average crash rate. This data indicates the intersection having a sustained crash problem. As future traffic demands continue to increase, the roundabout controlled intersection will look to reduce the current crash rate and improve overall safety for all users.

The roundabout will also be designed to include ADA-compliant curb ramps and pedestrian refuge medians to connect with future sidewalk or trail facilities as CSAH 21 is part of the RBTN Tier 2 alignment.

CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

City(ies)
Plymouth

Commissioner District(s)
2 7

Capital Project Number
CP 2220400

Project Category
Safety

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/9/2022

Project Summary

Safety improvements at the intersection of Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in the City of Plymouth.

Roadway History

The existing intersection of Rockford Road (CSAH 9) at Northwest Boulevard (CSAH 61) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash types at this intersection are left-turn and rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking and biking through the intersection since both Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) are 4-lane roadways; creating a sense of discomfort for multimodal users.

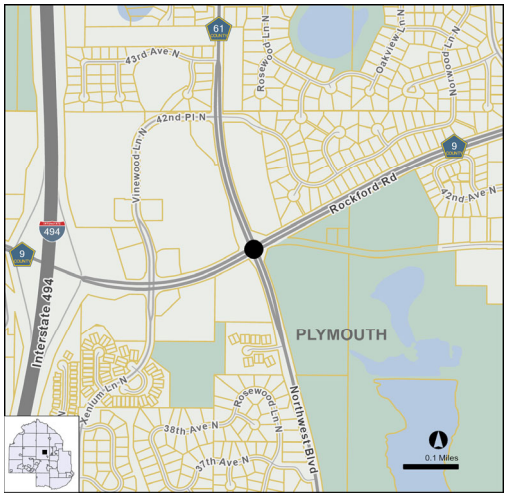
Project Description and Benefits

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

- Elimination of channelized right-turn islands
- Improved alignment of the left-turn lanes along Rockford Road (CSAH 9)
- Replacement and upgrading of the existing traffic signal system
- Upgrading of ADA accommodations to current design stands
- Modification to trail alignments on each approach (as necessary)

Project Risks & Uncertainties

Project Map



Project Timeline

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

Project Delivery Responsibilities

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

Project Budget -	Project Level	
Construction:	$	1,560,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	1,690,000
Design Services:	$	250,000
R/W Acquisition:	$	-
Other (Utility Burial):	$	-
Construction Services:	$	170,000
Contingency:	$	470,000
Total Project Budget:	**$**	**2,580,000**

Funding Notes

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

CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

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

City(ies)
Maple Grove

Commissioner District(s)
7

Capital Project Number
CP 2220500

Project Category
Spot Mobility and Safety

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/9/2022

Project Map

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

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

Project Timeline

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

Project Delivery Responsibilities

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

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

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

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

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

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

26th and Hiawatha Safety Improvements

26th St E and Hiawatha Ave (TH55)

Minneapolis
City of Lakes

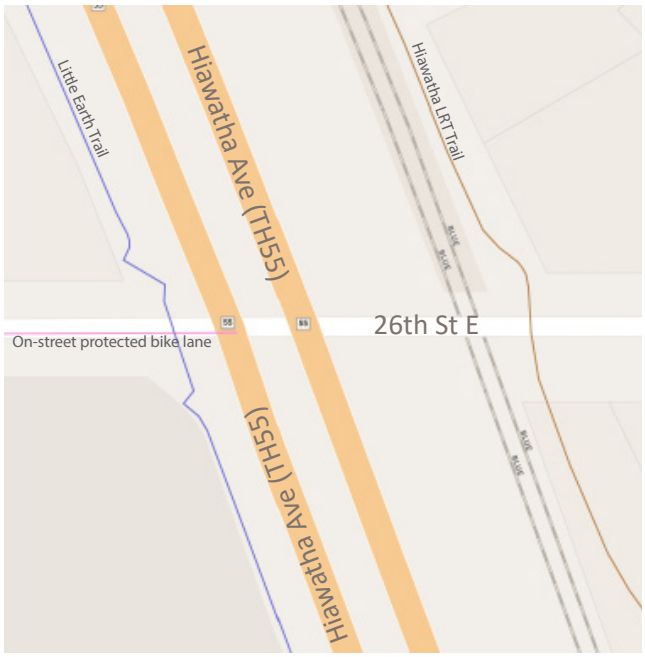
Project Description

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

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

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

Project Area



Project Benefits

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

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

Existing Conditions

Average Number of Daily Users

26th and Bloomington (2015)

390 pedestrians

160 bicyclists

Sabo Bridge over Hiawatha (2018)

40 pedestrians

2670 bicyclists

Hiawatha Trail east of Hiawatha/28th (2017)

110 pedestrians

1060 bicyclists

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

Average Number of Daily Vehicles

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

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

Source: MNDOT

Image of intersection

Contact:

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

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

Highway 10/11 Intersection Improvements

Carver County

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

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

Corridor Fast Facts:

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

Project Description

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

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

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

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

Match $ Sources:

- Carver County

Project Benefits

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

Part of a Bigger Picture

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

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

Highway 5/Highway Intersection Safety and Access Improvements
Carver County

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

Project Location:
TH 5 at CSAH 11
Victoria, MN

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

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

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

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

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

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

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

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

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

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

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

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

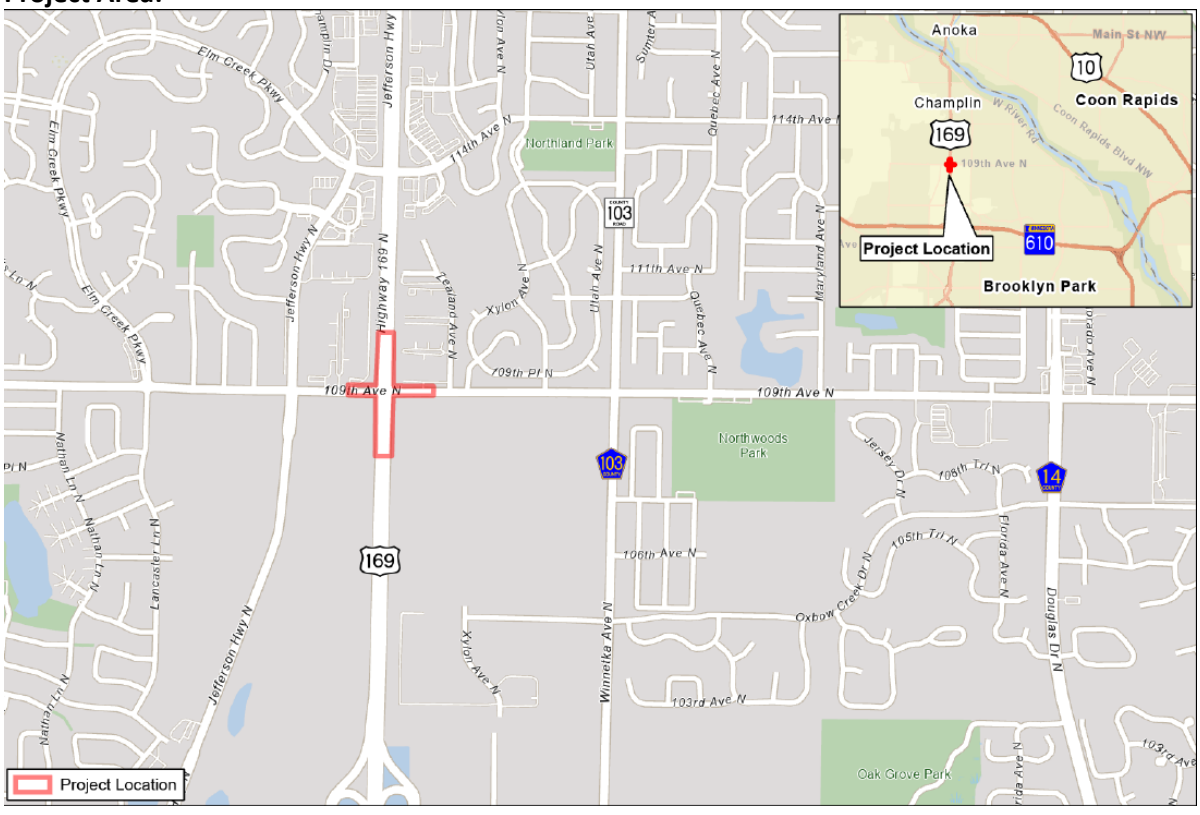
Project Description:
The City of Brooklyn Park is proposing improvements at the intersection of US Highway 169 (US 169) and 109th Ave N. The proposed project would enhance mobility and safety for motorists and non-motorists. US 169 is a principal arterial. 109th Ave N is a B Minor Arterial that serves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

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

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

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

Project Area:



Project Name: CSAH 103/Winnetka Ave N & 109th Ave N Improvements

Applicant: City of Brooklyn Park
Project Location: County State Aid Highway (CSAH) 103/ Winnetka Ave N & 109th Ave N
Total Project Cost: $3,646,900
Requested Federal Award Amount: $2,917,520
Local Match: $729,380

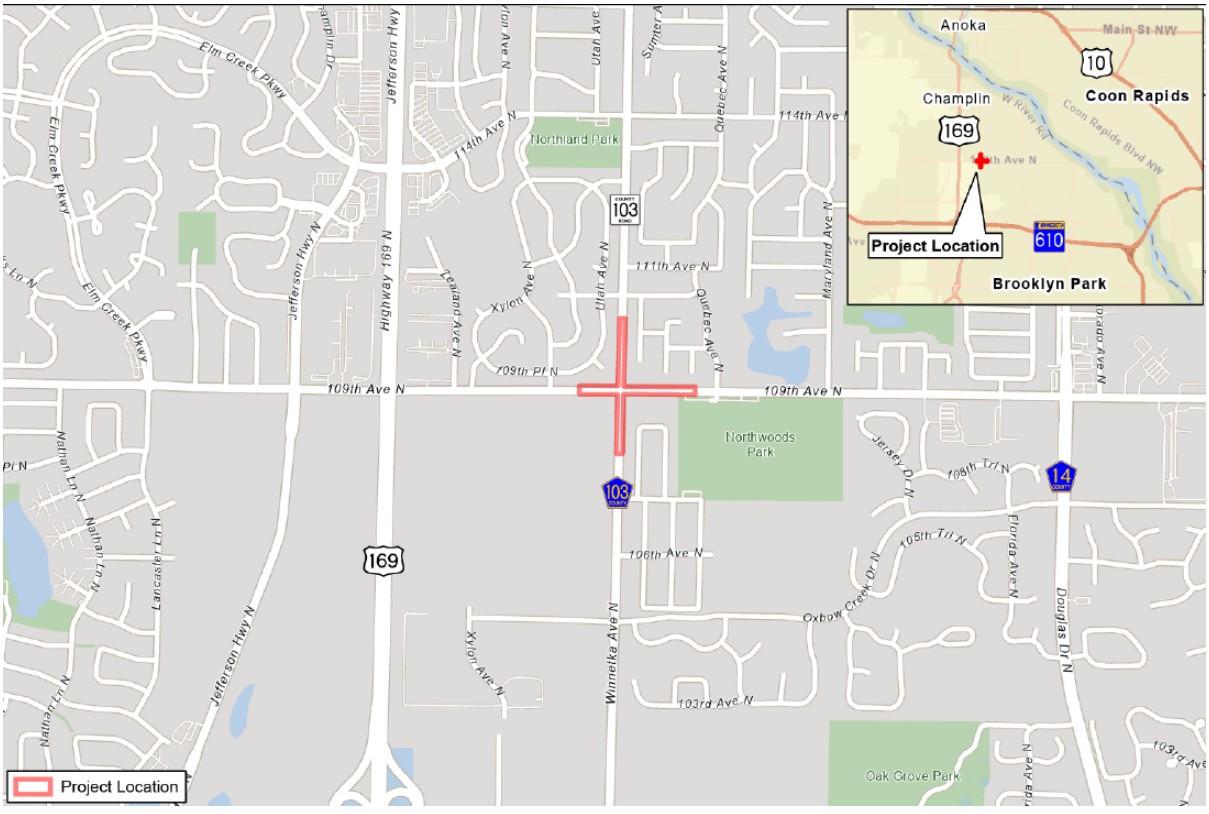
Project Description:
The City of Brooklyn Park is proposing improvements at the intersection of CSAH 103/Winnetka Ave N and 109th Ave N. Located on the border of the cities of Brooklyn Park and Champlin, the proposed project would enhance mobility and safety for motorists and non-motorists. Winnetka Ave N, a minor arterial that parallels US 169, serves as an alternative north-south route that connects Brooklyn Park and Champlin. Additional turn lanes on the intersection's south and west legs would help reduce congestion, improve safety, and improve mobility for motorists using the intersection. The traffic signal at the intersection would also be replaced. The proposed project would improve bicyclist and pedestrian experiences through reconstructed shared use paths and additional marked crosswalks. All non-motorized facilities constructed as part of the proposed project would be ADA compliant.

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

Project Benefits (cont'd):
- Safe and efficient transportation network to deliver goods and services

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

Project Area:



PROJECT SUMMARY

County Road 46/85 Intersection, Vermillion & Nininger Townships

April 13, 2022

Project Overview

Dakota County is proposing to reconstruct the intersection of County State Aid Highway (CSAH) 46 and CSAH 85 in Vermillion and Nininger Townships. The purpose of the project is to improve safety and operations at the intersection.

Work on the project is anticipated to include:

- Construction of a roundabout at the intersection
- Drainage improvements
- Lighting at the roundabout

Project Benefits

The reconstruction of the intersection at CSAH 46 and CSAH 85 will provide several benefits to the corridor and the area. The proposed project will:

- Improve safety of the intersection by reducing conflict points
- Improve drainage

Project Funding

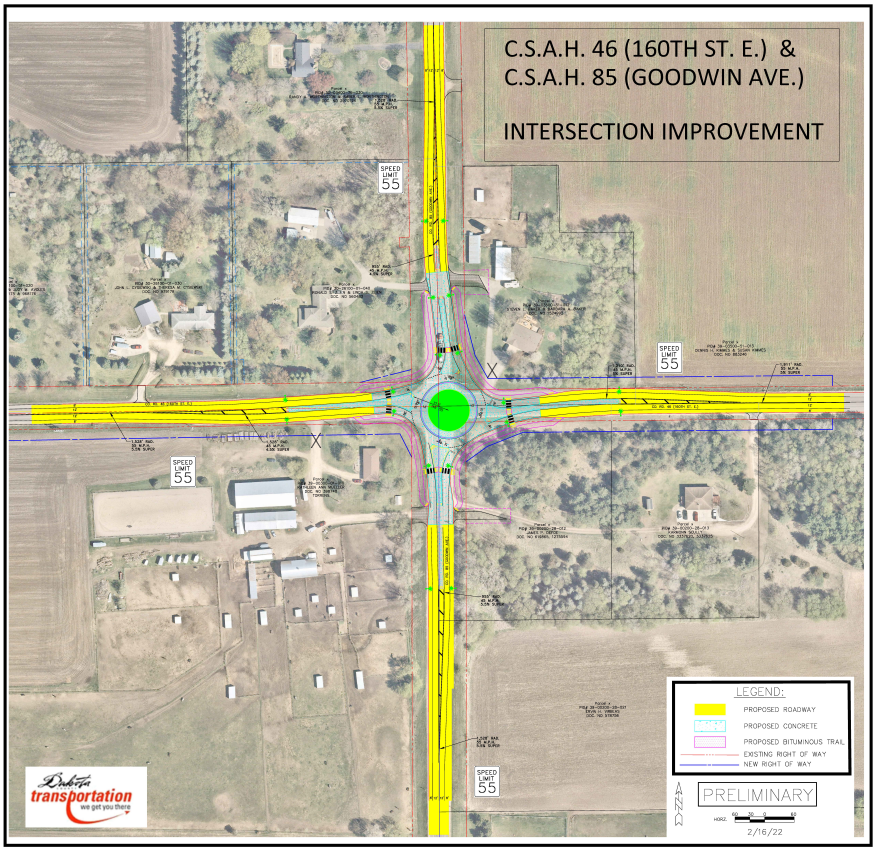
- Based on Dakota County 2022-2026 Capital Improvements Program
- Estimated Costs
  - Design = $200,000
  - Right of Way = $150,000
  - Construction = $2,200,000
  - Total Project Cost = $2,550,000

Project Schedule

- Design – 2022
- Right of Way acquisition – 2023
- Construction – 2024

For More Information

Jacob Rezac, Dakota County Project Manager
952-891-7981
jacob.rezac@co.dakota.mn.us



2022 REGIONAL SOLICITATION

Strategic Capacity Project Submittals

RAMSEY COUNTY
Public Works

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

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

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

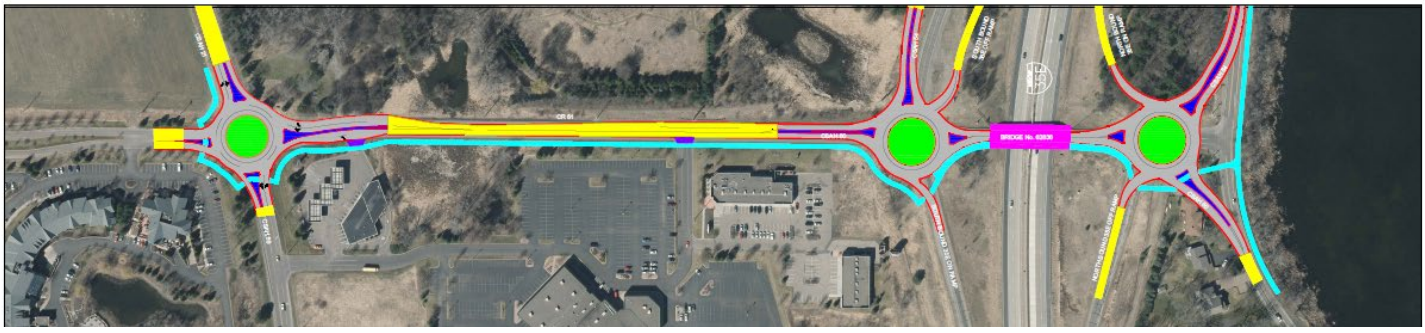
Project Benefits:
Traffic Operations: The project will replace four all-way stop control/signal control intersections with three roundabouts along County Road J at Centerville Road, the 20th Avenue/West Ramps and the Otter Lake Road/East Ramps. This will improve I-35E/County Road J interchange peak hour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

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

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

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

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



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

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

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

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

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

Funding Opportunity: Roadway Expansion

Applicant: Anoka County

Location: Blaine, MN

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

Total Project Cost: $42,000,000

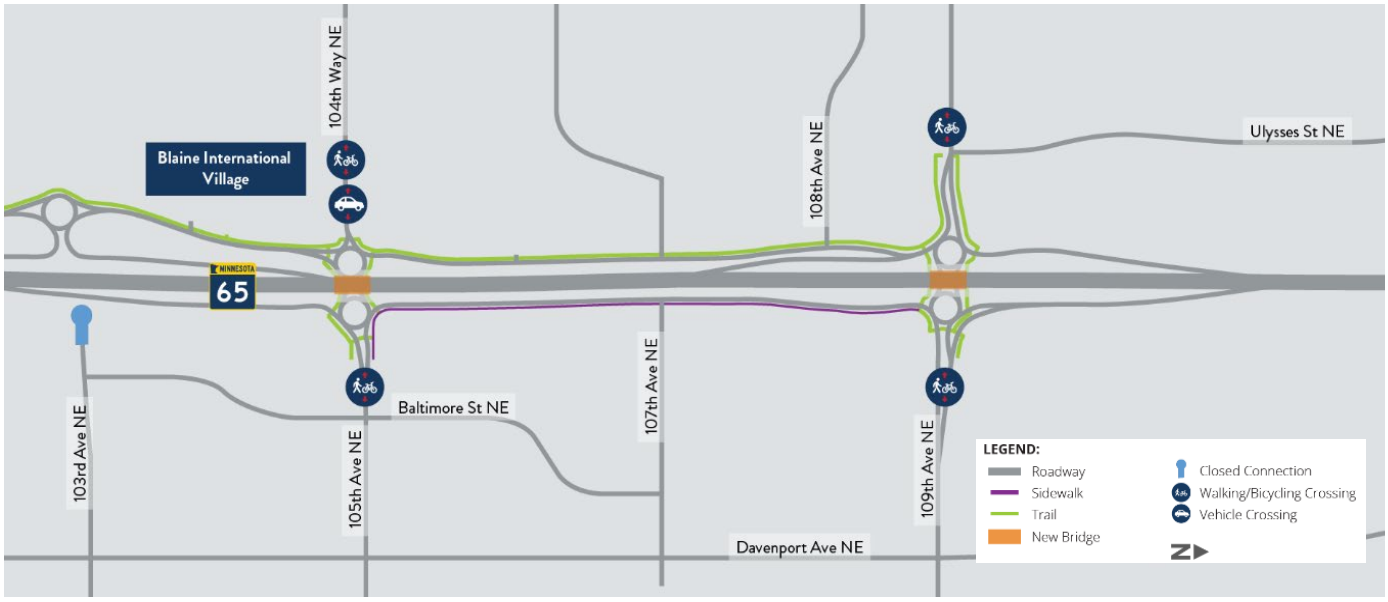
Requested Award Amount: $10,000,000

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

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

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

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



CSAH 12 (109th Ave NE) Roadway Expansion

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Project Name: CSAH 12 (109th Avenue NE) Expansion to a 4-Lane Divided Facility
Project Location: City of Blaine, Anoka County
Geographic Limits: 2.3 miles - CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE)

Applicant: Anoka County Highway Department
Funding Category: Roadway Strategic Capacity
Estimated Project Total: $15.3 Million
Requested Amount: $10 Million

Existing Conditions
CSAH 12 (109th Avenue NE), an "A" Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a 2-lane undivided roadway today. Non-motorized facilities in the project area are non-existent.

Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

Project Description
This project includes expanding 2.3 miles of CSAH 12 (109th Avenue NE) from 2 to 4 travel lanes between CSAH 52 (Radisson Road NE) and CSAH 17 (Lexington Avenue). The improved roadway section will include a center raised median and match the configuration on the western limits, addressing traffic bottleneck concerns.

The project will close an existing gap in the non-motorized network by constructing a continuous 6-foot ADA-compliant sidewalk on the north side and a 10-foot ADA-compliant multi-use trail on the south side. The corridor is located along a Tier 2 RBTN alignment, which denotes a strong demand for bicycle travel and represents an opportunity to enhance local economic development and business retention. The proposed multi-modal facilities will ensure that CSAH 12's multimodal function, safety and person-throughput are enhanced. Signals will be upgraded to provide ADA-compliant features and APS push buttons.

CSAH 12 (109th Ave NE) Project Location
City of Blaine, Anoka County

! Issues to be Addressed

- Traffic congestion
- High crash rate
- Inadequate bicycle and pedestrian facilities

✓ Proposed Improvements

- Expansion to a 4-lane divided roadway with
- 8-ft paved shoulders
- Turn lanes at major intersections
- New sidewalk on north side
- New multi-use trail on south side

✓ Project Benefits

- Improved mobility
- Improved travel safety for motorists, pedestrians, and bicyclists
- Improved connectivity between residential, commercial and recreational areas

Project Summary

Project Name: TH 610 and East River Road Interchange Reconstruction

Applicant: City of Coon Rapids

Project Location: TH 610 and East River Road (CSAH 1) Interchange between the Mississippi River and Coon Rapids Boulevard in Coon Rapids, Anoka County

Total Project Cost: $30,053,000

Requested Federal Dollars: $10,000,000

Project Map:

Before Photo:

Project Description: The project will complete the transportation system by providing a full-access interchange at TH 610 and East River Road with a westbound off-ramp loop and a folded eastbound on-ramp with TH 610 auxiliary lanes between East River Road and Coon Rapids Boulevard. In addition, multimodal improvements include the construction of a new 10-foot trail along the East River Road corridor.

Project Benefits: The TH 610 and East River Road interchange reconstruction will provide the following benefits:

- Improved travel times and safer access for transit users, residents, and businesses within the project area.
- A more direct route for regional trips and emergency response teams originating and destined for this area.
- Improved traffic congestion and safety issues at the TH10 and Foley Boulevard interchange.
- Safer transit operations with a connection to East River Road and the closure of the westbound on-ramp to TH 610.
- An interconnected trail and sidewalk system with access to the Foley Park & Ride facility and other local and regional trails.

Highway 13 and Nicollet Avenue Intersection Grade Separation

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

Applicant: City of Burnsville, Minnesota

Location: Dakota County

Application Category: Roadway Strategic Capacity

Funding Information:

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

Additional Funding Sources:

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

Primary Contact:

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

Project Description

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

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

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

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

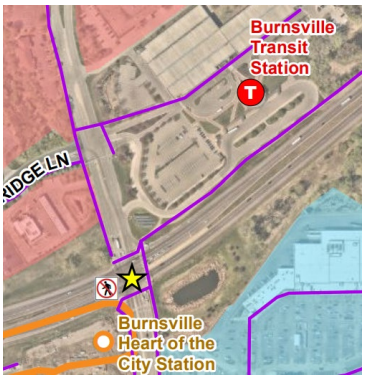
Direct access to Northbound I-35W access from Nicollet Avenue

Project Benefits

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

Regional Significance/Context

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



Project Development and Status

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

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

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

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

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

Applicant: City of Brooklyn Park

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

Location: Brooklyn Park, Hennepin County, MN

Application Category: Roadway – Strategic Capacity

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

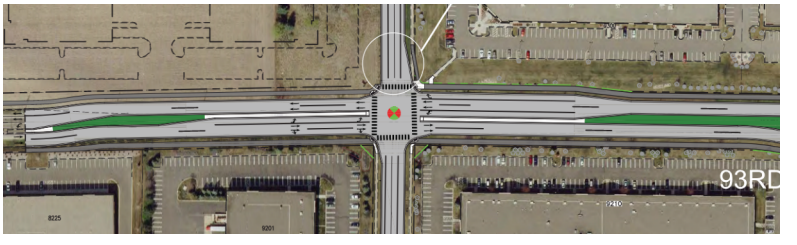
Additional Funding Sources:
- Hennepin County
- City of Brooklyn Park

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

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

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

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



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

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

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

Attachment A

County State Aid Highway 46 Expansion

Applicant: Dakota County

Project Location: CSAH 46 from TH 3 through the CSAH 46/TH 52 interchange to CR 48, cities of Coates and Rosemount and Empire Township, MN

Project Costs:

- Total construction cost: $40,000,000
- Requested Award Amount/Match Amount: $10,000,000 / $30,000,000 (CSAH, Sales & Use Tax, Local)

Project Description

In an effort to plan for continued safety and mobility along the CSAH 46 corridor within the cities of Coates and Rosemount and Empire Township. Dakota County, the cities of Coates and Rosemount, and Empire Township partnered on preliminary design of the CSAH 46 expansion to a divided 4-lane from TH 3 through the CSAH 46/TH 52 interchange and pavement preservation work from the eastern ramp to County Road 48 (160th Street). The purpose of the project is to address deficiencies in capacity noted in 2019 as shown in the County's 2040 Transportation Plan and anticipated to worsen over the next 20 years. The CSAH 46 corridor is a regional east-west corridor that connects Lakeville to Hastings. The CSAH 46/TH 52 ramps have experienced right angle crashes and those crashed are anticipated to occur in the no build situation.

At CSAH 46/TH 52 Interchange, looking west

The proposed project will expand CSAH 46 to a divided 4-lane roadway with a raised center median, construct a trail along the north side of CSAH 46, construct a grade separated crossing of CSAH 46 for the future Vermillion Highlands Greenway, construct roundabouts at both of the CSAH 46/TH 52 interchange ramps, and implement access management strategies from TH 3 to the CSAH 46/TH 52 interchange. The project also includes pavement preservation work from the east ramp of the CSAH 46/TH 52 interchange to County Road 48 (160th Street).

Project Benefits

The expansion of CSAH 46 will provide several benefits to this east-west regional corridor and the surrounding community. The proposed project will:

- Improve safety and mobility for all users
- Reconstruct the CSAH 46/TH 52 interchange ramps into roundabouts to improve safety and reduce potential right angle crashes
- Accommodate future increases in traffic including freight vehicles
- Provide safe, equitable non-motorized facilities that connect users to local and regional destinations
- Implement access management strategies
- Provide 4-lane CSAH 46 between CR 5 (west of I-35 in Lakeville) to TH 52 in Coates

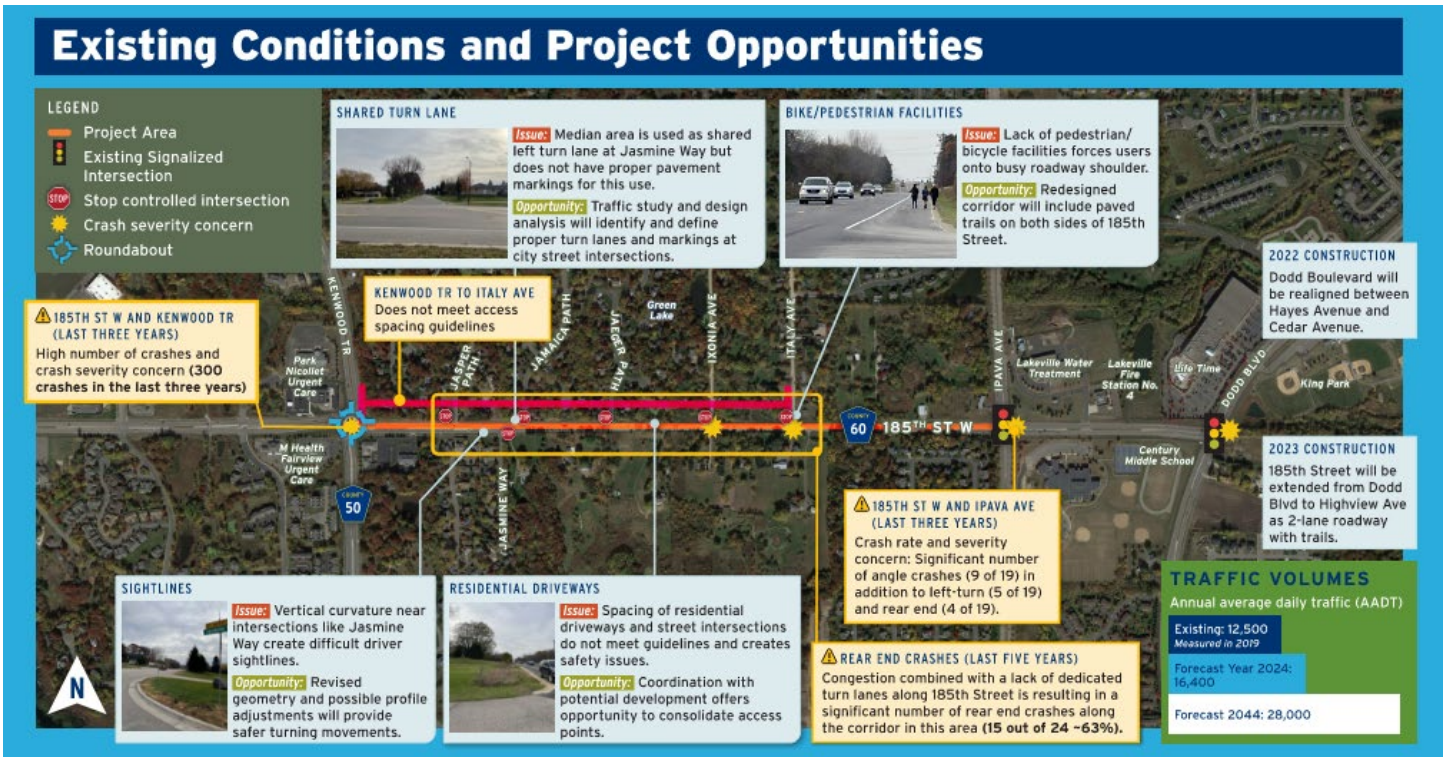
Dakota County 185th Street Expansion Project

Dakota County and the City of Lakeville are working together to redesign CSAH 60 (185th Street) to improve mobility and safety for all roadway users. CSAH 60 is an A Minor Arterial that plays a key role in the transportation network for the City, County, and the region. The improvement is a full corridor reconstruction and completion of the trail network between CSAH 50 (Kenwood Trail) and Ipava Avenue, with minor roadway work between Ipava Avenue and Dodd Blvd.

This segment of CSAH 60 is different than the redeveloped and modern segment to the west and near-future developments planned to the east. The existing two-lane highway has a rural section with a trail on only portions of the corridor. Numerous access points, poor sightlines, and a lack of dedicated turn lanes in the face of increased traffic volumes all contribute to safety issues observed along the corridor. The two-lane cross-section on this segment presents a constraint to local and regional mobility and is the last segment to be improved or constructed to complete the regional arterial connection between I-35W on the west and Cedar Avenue/CSAH 23 on the west.

The primary objectives of this project are to design a roadway that provides for increasing traffic levels, provide multimodal and pedestrian connectivity to fix gaps in the existing trail network, provide a safe facility for everyone, and engage all parts of the community to ensure the solutions meet their needs. Of particular emphasis is providing safe access for school children to Century Middle School, located at the southeast corner of 185th Street and Ipava Avenue. This user demographic is one of the clearest examples of an at-risk population (school children) whose needs are important to consider in the project.

By removing the constricted two-lane cross-section in this segment of 185th Street and modernizing the roadway, the project will improve cross-town traffic flow and will provide improved access to I-35W and Cedar Avenue, both of which are major commuter corridors to metro area jobs. People who walk and bike for transportation, recreation, and health are the other demographic who will benefit substantially from the project, which will fill in the gaps in the trail network on this road segment and in so doing, complete the multimodal facility along CSAH 60 identified in Dakota County's 2040 Comprehensive Plan.



Arboretum Area Transportation Plan

Highway 5 Mobility & Lake Minnewashta Causeway Bridge Project

Applicant, Location, & Route:

Carver County, Highway 5 in the City of Chanhassen *-east of Minnewashta Pkwy to west of TH 41*

Application Category:

Strategic Capacity

Funding Information:

Requested: $10M
Local Match: $18.7M
Project Total: $28.7M

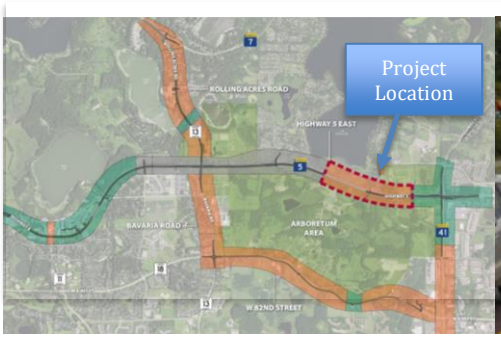
Other Funding Sources:

Carver County Transportation Sales Tax, Congressionally Directed Spending $2M Award

Project Description

Highway 5 is a busy (27,000 vehicles/day) 2-lane undivided A-Minor Expander roadway with a critical index above the statewide average. During peak periods and Minnesota Landscape Arboretum events, traffic backs up several miles and turning onto TH 5 is very difficult due to speeds and traffic volume, resulting in risky decision making and dangerous conditions. This project includes expansion (2- to 4-lane conversion) to mitigate current system failures. To the west of this project, Phase 1 of Highway 5 is fully funded for a 4-lane expansion from Park Rd/Kochia Dr to just east of Minnewashta Pkwy. Fully funding this segment allows both projects to be constructed as one large project to:

- Maximize safety and reliability – eliminates the scenario of a 2-lane gap that would underperform
- Minimize disruption and number of years of construction that will occur on Highway 5

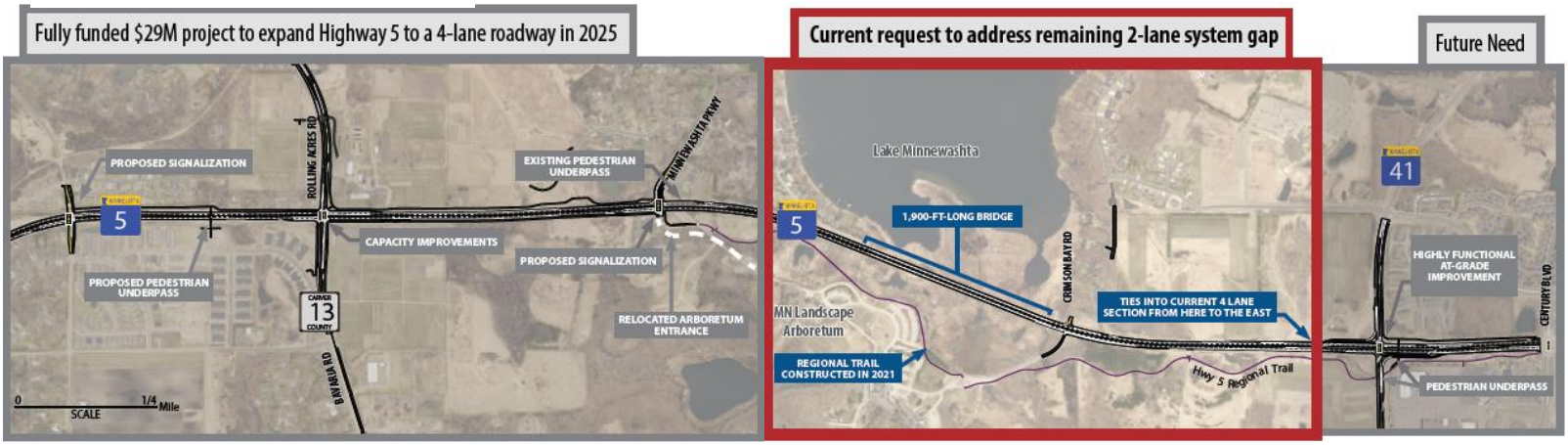


Investment Results

- 70% delay reduction
- Accommodates up to 50,000 vehicles per day
- Efficient, safe, and reliable mobility for all users
- A solution that respects the environment and reconnects Lake Minnewashta

Other Information

Carver County is the fastest growing county in Minnesota. The completion of the Highway 5 four-lane expansion project is critical to support planned growth in jobs and housing in the region. This project is an element of the Arboretum Area Transportation Plan study (AATP). The AATP has addressed additional mobility and safety issues in this area and will identify future projects that build on current and past improvements to TH 5.



Highway 5 Victoria Mobility & Safety Improvement Project

Carver County

Primary Contact:
Angie Stenson
Sr. Transportation Planner
612.360.7422
astenson@co.carver.mn.us

Application Category:
Roadways including Multimodal Elements – **Strategic Capacity**

Corridor Fast Facts:

- One of 20 developed improvements along Highway 5 between Victoria and Chanhassen
- Project provides two improved connections to the Lake Minnetonka Regional Trail
- Improvements may reduce crashes within the project area by over 60%

Funding Information:

Requested Award Amount: $10,000,000
Local Match: $2,587,000
Project Total: $12,587,000

Match $ Sources:

- Carver County
- City of Victoria
- Trunk Highway Funds

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

DEPARTMENT OF TRANSPORTATION

Project Description

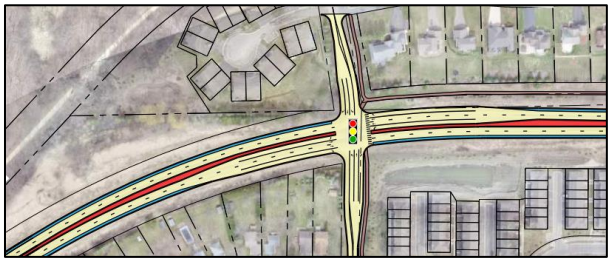
The Highway 5 Victoria Mobility and Safety Improvement project expands Trunk Highway 5 to a four-lane urban section within the City of Victoria. Proposed improvements include the expansion of Highway 5 between Kochia Lane/Park Drive and Stieger Lake Lane, a new traffic signal and turn lane improvements at the Kochia Lane/Park Drive intersection, the conversion of 78th Street and Stieger Lake Lane intersections to right-in/right-out, and substantial pedestrian and multimodal improvements and connections

Highway 5 provides a primary artery connecting the cities of Waconia, Victoria, and Chanhassen within Carver County and serves as a major commuter route to job centers along the route and to the core Twin Cities metropolitan area. Highway 5 is the premier east-west route withing Carver County, the fastest growing County by population in the state in recent years. Growing traffic volumes has increased congestion within the area causing a bottleneck effect through the Victoria area. Increased Highway 5 traffic has also degraded the safety of the corridor, with fatal and serious injury crashes occurring in recent years. Lack of pedestrian facilities along and across Highway 5 forms a barrier between residential areas south of the highway and downtown Victoria north of the highway.

Project Benefits

This segment of Highway 5 is approaching its throughput capacity and experiencing is delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill existing gaps and dead ends in the network providing a more cohesive system and provide meaningful connections. Controlled crossing of highway 5 via a new traffic signal at Kochia Lane/Park Drive and an enhanced pedestrian crossing system with median refuge island will remove the barrier the highway currently poses on nearby pedestrians. These multimodal enhancements will promote ease of mobility to downtown Victoria and the Lake Minnetonka Regional Trail.



Part of a Bigger Picture

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

Highway 10 Mobility & Access Project
Carver County

Primary Contact:
Angie Stenson
Sr. Transportation Planner
612.360.7422
astenson@co.carver.mn.us

Application Category:
Roadways including Multimodal Elements – **Strategic Capacity**

Corridor Fast Facts:

- 2040 growth scenarios show 40,000 veh/day on Highway 10
- Project adds over 1.5 miles of regional trail
- Improvements increase average arterial travel speeds by 5 mph significantly reducing congestion during peak periods

Funding Information:
Requested Award Amount: $7,416,000
Local Match: $1,854,000
Project Total: $9,270,000

Match $ Sources:

- Carver County
- City of Chaska
- City of Victoria

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

Project Description

The Highway 10 Mobility and Access project will reconstruct Highway 10 between Chaska Creek and stopping just east of the Twin Cities Western Rail at-grade crossing. Proposed improvements include the expansion of Highway 10, and legs of Highway 11, from a two-lane undivided rural section to a four-lane divided urban section, and multi-use trail facilities throughout where none exist today. The intersection of Highway 10 and Creek Road will be reconstructed as a Reduced Conflict Intersection (RCI). The intersection of Highways 10 and 11 will be reconstructed with added turn lanes and include a new traffic signal and improved pedestrian facilities.

Highways 10 and 11 are classified as an A-Minor Arterial connecting the cities of Chaska, Victoria, Waconia and Carver, as well as providing access to US 212. Highway 10 is also one of only three major thoroughfares running east-west through Carver County. Highway 11 is a vital north-south regional link between the cities of Victoria and Carver to Highway 10, Trunk Highway 5 and to US 212. Due to significant residential growth in these communities in recent years, this project need is identified in multiple planning documents and studies as a priority improvement to support local and regional mobility as development continues and the population of Carver County continues to grow. Creek Road, intersecting with the project near the east extents, serves as an alternate route to downtown Chaska and has seen notable industrial development in the last year, causing a significant increase in freight traffic.

Project Benefits

This segment of Highway 10, and its intersection with Highway 11, are currently overcapacity and experiencing delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill an existing gap in a Tier 2 RBTN alignment along Highway 10 and connect into an existing regional Tier 2 RBTN alignment along Highway 11. This will providing active transportation options for a quickly developing regional area and the adjacent future commercial growth parcels surrounding the Highway 10 and 11 intersection.

Part of a Bigger Picture

The Highway 10 Corridor Study identified this segment as the crucial area for near-term improvements to move the increasing traffic volumes through the region. The expansion is identified as a key improvement in multiple planning documents and is the first step in the ultimate vision of Highway 10 become the premier east-west multi-modal artery in Carver County responding to increased development pressure throughout the area.

2022 REGIONAL SOLICITATION

Roadway Reconstruction and Modernization Project Submittals

CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 5 (Franklin Ave) Reconstruction Project

City(ies)
Minneapolis

Commisioner District(s)
3

Capital Project Number
2210900

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
3/30/2022

Project Summary

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

Roadway History

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

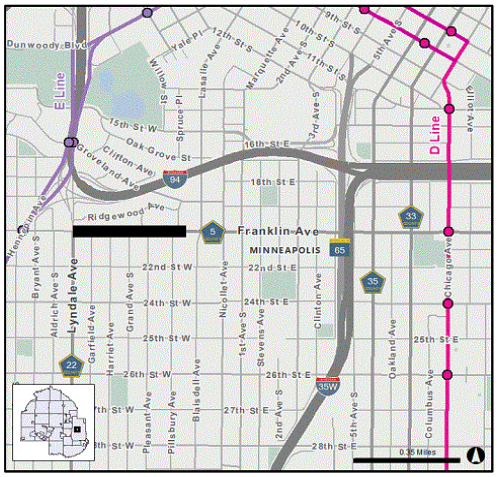
Project Description and Benefits

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

Project Risks & Uncertainities

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

Project Map



Project Timeline

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

Project Delivery Responsibilities

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

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

Funding Notes

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

CSAH 22 (Lyndale Ave) Reconstruction Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 22 (Lyndale Ave) Reconstruction Project

City(ies)
Minneapolis

Commissioner District(s)
3

Capital Project Number
CP 2052300

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/5/2022

Project Summary

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

Roadway History

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

Project Description and Benefits

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

Project Risks & Uncertainties

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

Project Map

Project Timeline

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

Project Delivery Responsibilities

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

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

Funding Notes

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

CSAH 152 (Cedar Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 152 (Cedar Ave) Reconstruction Project

City(ies)
Minneapolis

Commisioner District(s)
4

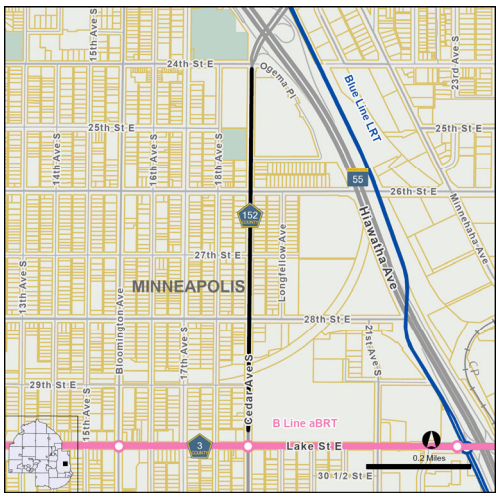
Capital Project Number
CP 2220200

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
3/31/2022

Project Map



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

Project Timeline

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

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

Project Delivery Responsibilities

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

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

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

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

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

TH 100 and CSAH 158 (Vernon Ave) Interchange

Roadway Modernization

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

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

Project Location: City of Edina, Hennepin County, MN

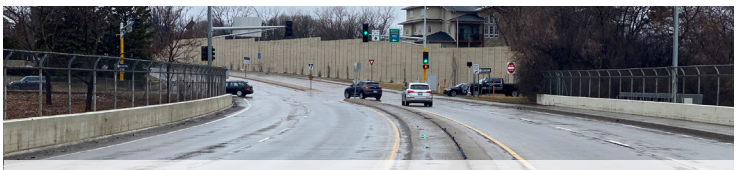
Applicant: City of Edina

Funding Category: Roadway Modernization

Project Description:

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

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

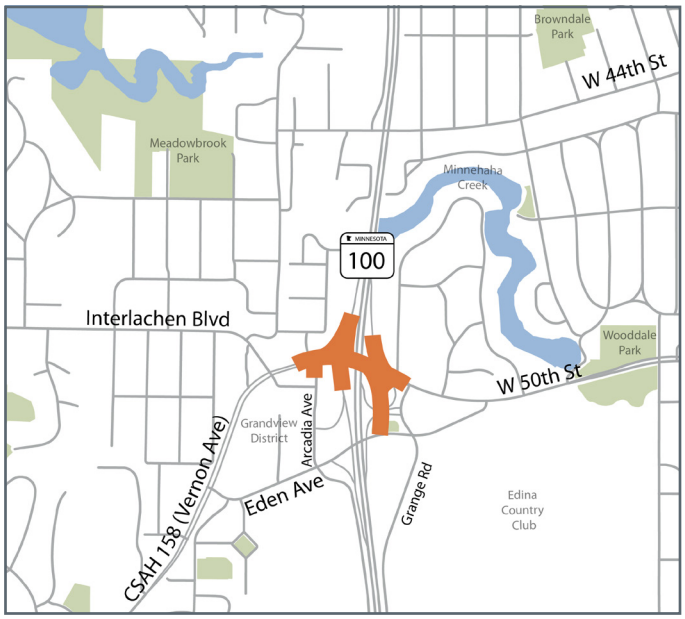


Existing CSAH 158 (Vernon Ave) bridge over TH 100 is a 4-lane divided roadway with sidewalk on the north side.

Existing Conditions:

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

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



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

Issues to be Addressed:

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

Project Benefits:

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

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

Attachment 1 | Project Narrative

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

City
Eagan

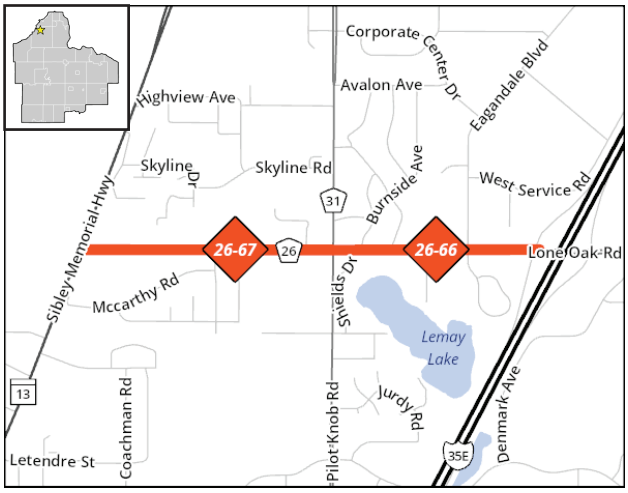
Commissioner District
3 - Halverson

County Project Number
26-66 & 26-67

City Project Number
22-220052

Construction Year
2025/2026

Project Location



West Section

East Section

Project Summary

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

Roadway History

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

Project Benefits

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

Funding Request

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

CSAH 158 (Vernon Avenue) - Villa Way to Interlachen Blvd

Roadway Modernization

City of Edina
Est. Project Total: $3.5 Million
Requested Amount: $2.8 Million

Project Name: CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project
Project Location: City of Edina, Hennepin County, MN
Applicant: City of Edina
Funding Category: Roadway Modernization

Project Description:
The project will reconstruct a 0.5-mile section of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177).

Uncomfortable sidewalk facilities and transit stops on CSAH 158

The project will convert the 4-lane roadway to 2-lanes with turn lanes. The available right-of-way space will be reallocated to provide off-street, buffered shared-use paths adjacent to CSAH 158 between Villa Way and Interlachen Blvd and on-street bicycle lanes between Villa Way and south of 53rd Street.

Deficient curb ramps

Existing Conditions:
CSAH 158 is an A-Minor Arterial Reliever roadway with a 30 MPH posted speed limit. The roadway carries over 12,000 vehicles per day and is expected to carry up to 15,000 vehicles per day by 2040. The 4-lane divided roadway is adequately designed for vehicles, but lacks in pedestrian, bicycle and transit infrastructure. Existing sidewalks are narrow, provide no buffer between the vehicle travel lanes, and the many obstructions and deficiencies limit accessibility for all users. Additionally, the on-street bicycle lanes end at W 53rd Street and the existing transit stops are not very accessible or comfortable.

Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Accessibility concerns
- Crossing safety
- Vehicle speeds and safety
- Deficient roadway pavement

CSAH 158 (Vernon Ave) Project Area
Edina, MN

Project Benefits:

- Reconstruct deficient roadway pavement and drainage infrastructure
- New separated shared-use paths on both sides of CSAH 158
- Buffered on-street bike lanes between Villa Way and south of 53rd Street
- Dedicated transit bus bays
- Shortened crossing distances
- 2-stage crossing at Eden Ave
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

CSAH 32 (Penn Ave) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name
CSAH 32 (Penn Ave) Reconstruction Project

City(ies)
Richfield

Commissioner District(s)
5

Capital Project Number
CP 2120700

Project Category
Reconstruction

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/8/2022

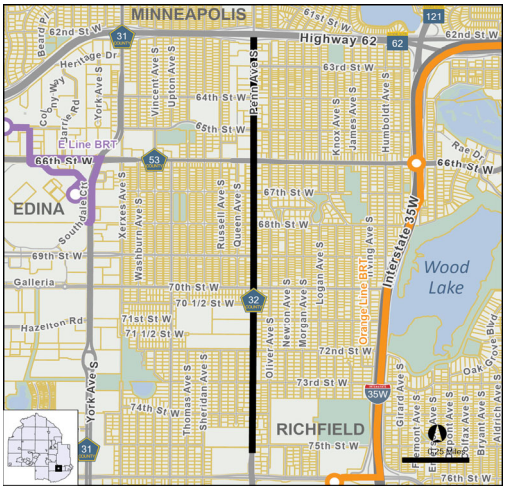
Project Summary
Reconstruct CSAH 32 (Penn Avenue) from approximately 125' south of 75th Street to the Crossotown (TH 62) eastbound ramps in the City of Richfield.

Roadway History
The existing roadway (last reconstructed in 1964) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effecting in preserving assets. Segments of the curb have experienced settling, diminishing their ability to collect water and define the roadway edge. In addition, much of the corridor lacks a consistent boulevard space, making it uncomfortable for people who walk and roll.

Project Description and Benefits
The proposed project will improve the accessibility, mobility, and safety for people walking, using transit, biking, and driving through the implementation of complete streets best practices. The project will include the replacement of deteriorated pavement, traffic signals, curb, and storm sewer structures. Specific safety improvements include the installation of curb extensions and raised medians to calm traffic and improve the experience for people crossing. Multimodal elements such dedicated bicycle facilities, sidewalk, ADA upgrades, and streetscaping will improve the user experience for people walking, using transit, and biking.

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:	$	12,630,000
Cost Estimate Year:		2022
Construction Year:		2027
Annual Inflation Rate:		2.0%
Inflated Construction:	$	13,940,000
Design Services:	$	2,090,000
R/W Acquisition:	$	2,210,000
Other (Utility Burial):	$	-
Construction Services:	$	1,390,000
Contingency:	$	4,180,000
Total Project Budget:	**$**	**23,810,000**

Funding Notes
This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification as an A-Minor Arterial (Reliever).

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 12 (Dayton River Rd) Rehabilitation Project

City(ies)
Champlin Dayton

Commissioner District(s)
7

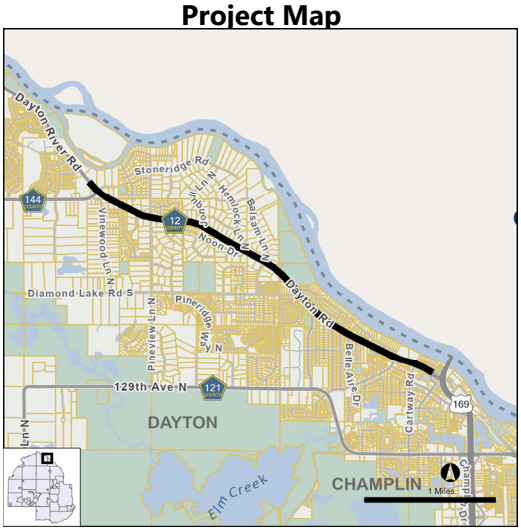
Capital Project Number
CP 2210404

Project Category
Rehabilitation Project

Scoping Manager
James Weatherly

Scoping Form Revision Dates
4/6/2022

Project Map



Project Summary
Rehabilitation of Dayton River Road (CSAH 12) to extend the roadway's useful life by approximately 20 years including associated ADA, multimodal and safety improvements.

Roadway History
The existing roadway (last reconstructed in 1953 and 1991) is in need of a signficant preservation effort. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway includes a rural environment that primarily consists of a two-lane roadway with bypass lanes. The absense of dedicated turn lanes results in user discomfort and safety concerns for all users along the roadway, specifically those walking and biking. A multi-use trail partially exists along one side of the roadway. This corridor runs parallel to the Mississippi River Regional Trail.

Project Description and Benefits
It is anticipated that the proposed project will upgrade the corridor to a suburban design along the trail side to better suit the surrounding residential land uses. Project elements will likely include new pavement, curb, storm water structures, and trails. Specific intersection designs will be reviewed during the design process to determine the need and feasibility of dedicated turn lanes. The elimination of bypass lanes will improve the safety and mobility for all corridor users.

Project Risks & Uncertainties

Project Timeline

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

Project Delivery Responsibilities

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

Project Budget -		Project Level
Construction:	$	9,470,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	10,250,000
Design Services:	$	1,540,000
R/W Acquisition:	$	220,000
Other (Utility Burial):	$	-
Construction Services:	$	1,030,000
Contingency:	$	3,070,000
Total Project Budget:	**$**	**16,110,000**

Funding Notes
Eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification.

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)
PROJECT LOCATION: City of Coon Rapids, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $6,193,600
TOTAL PROJECT COST: $7,742,000

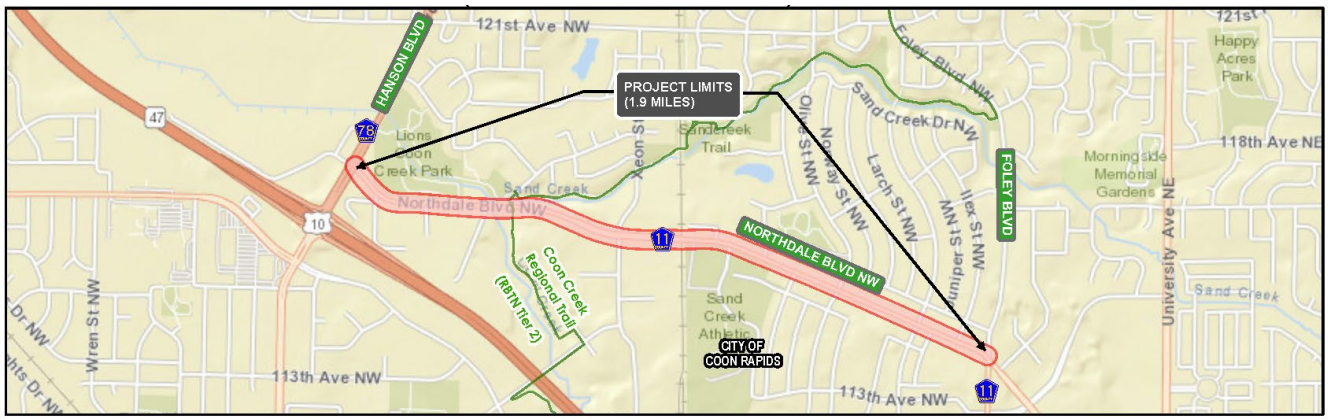
PROJECT DESCRIPTION

CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.



Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

CSAH 9 (George Lake Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.5 miles. From CSAH 58 (181ST Avenue NW) to CSAH 22 (Viking Boulevard NW)
PROJECT LOCATION: City of Oak Grove, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $4,790,400
TOTAL PROJECT COST: $5,988,000

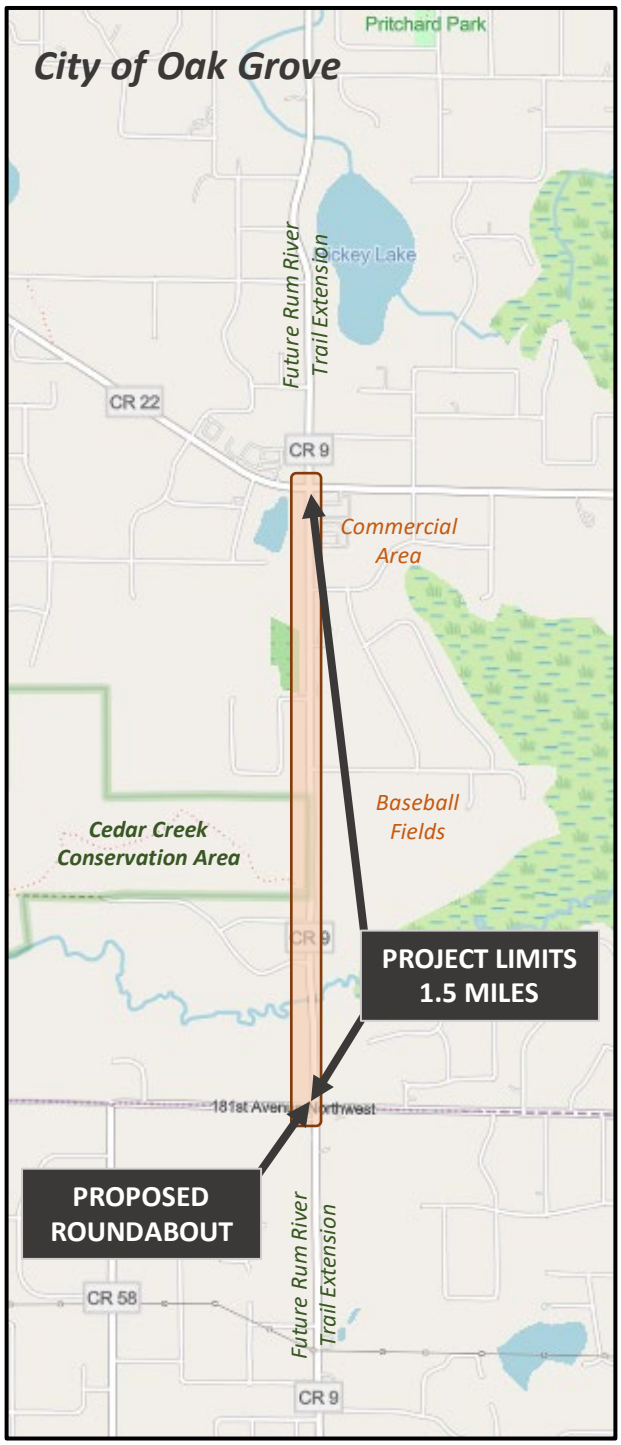
PROJECT DESCRIPTION

The project will reconstruct a 1.5-mile section of CSAH 9, an A Minor Arterial Connector, as a two-lane undivided roadway with turn lane improvements and a roundabout at the intersection of CSAH 58. CSAH 9 operates at 55 mph and serves 10,600 vehicles per day. Traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The 2040 Lane Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets.

This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes and eliminate weaving movements around turning vehicles. A single-lane roundabout at CSAH 58 will eliminate traffic queues and better accommodate truck turning movements. A new intersection at 188th Ave will provide a controlled access point into the existing baseball fields and restaurant. Driveway aprons that are poorly designed or exhibit deterioration will be replaced or realigned to better accommodate local delivery trucks and improve sightlines.

Non-motorized accommodations in the project area are currently non-existent. The project will close a gap in the non-motorized network by constructing an 8-foot shoulder on the east and west sides of CSAH 9. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing.

Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulder will increase access to both parks, meeting a major county goal of equitable access to parks and trails.



CSAH 17 (Lexington Ave) Roadway Modernization

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Project Name: CSAH 17 (Lexington Avenue) Reconstruction Project
Project Location: City of Ham Lake, Anoka County
Geographic Limits: 2.9 miles – CSAH 116 (Bunker Lake Blvd) to CR 60 (Constance Blvd E)

Applicant: Anoka County Highway Department
Funding Category: Roadway Modernization
Estimated Project Total: $13.3 Million
Requested Amount: $7 Million

Existing Conditions

Traffic volumes on CSAH 17 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,600 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor. Non-motorized facilities in the project area are non-existent.

Project Description

The project will reconstruct a 2.9-mile section of CSAH 17 (Lexington Avenue) from CSAH 116 (Bunker Lake Boulevard) to CR 60 (Constance Boulevard E) as a 2-lane divided roadway in the City of Ham Lake. The project will convert the rural section of CSAH 17 to an urban section with curb/gutter and improved stormwater elements.

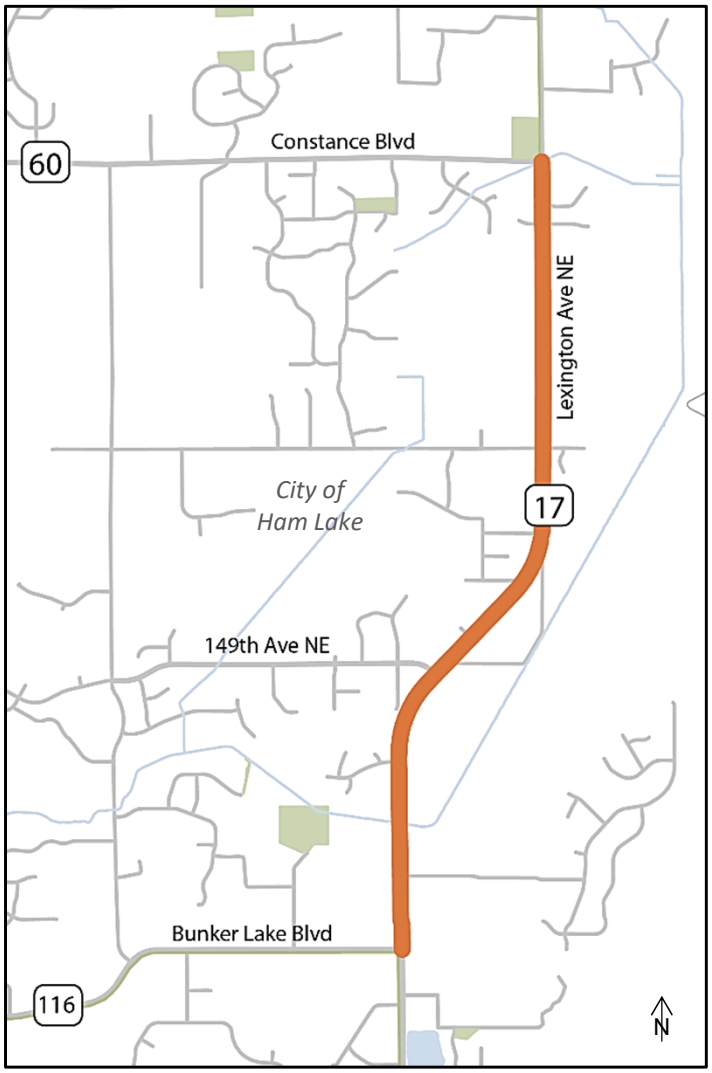
The proposed improvements would address the crash patterns and safety concerns by separating the directions of traffic with a raised center median, provide dedicated turn lanes at several key intersections, and construct 8-ft shoulders. The 8-ft paved shoulders will be available for multimodal trips, including bicycling and walking.

! Issues to be Addressed

- Narrow shoulders
- High crash rates and crash severity
- Vehicle, pedestrian, and bicycle safety
- Inadequate bicycle and pedestrian facilities

CSAH 17 (Lexington Ave) Project Location

City of Ham Lake, Anoka County



✓ Proposed Improvements

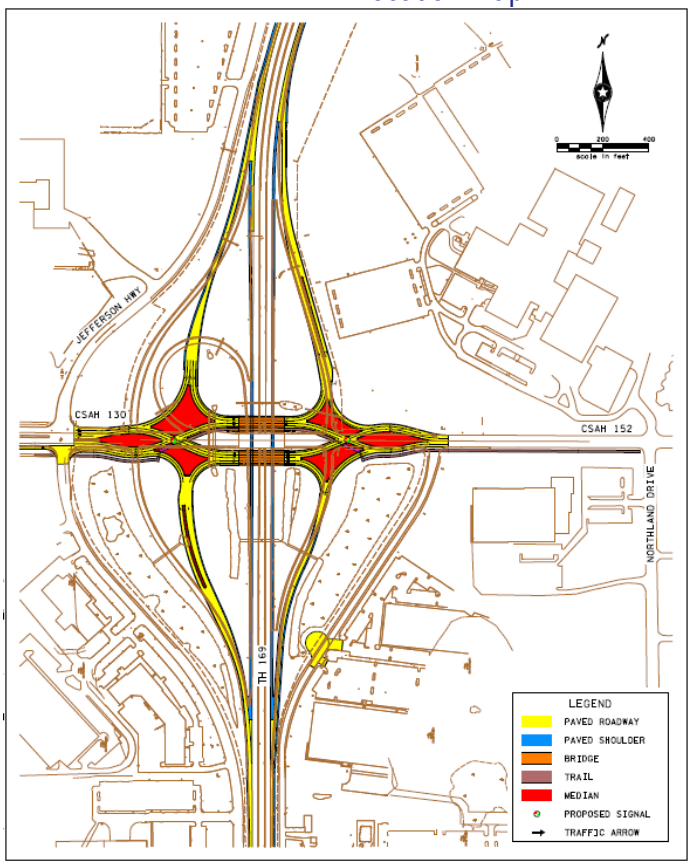
- Reconstruct into a 2-lane divided highway
- Improved turn lanes
- 8-ft paved shoulders – improved pedestrian/bicycle facilities

✓ Project Benefits

- Improved mobility and connectivity
- Improved travel safety for motorists, pedestrians, and bicyclists

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

Location Map:



Project Name: Highway 169 and County Road 130 Interchange Reconstruction

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

Project Details:

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

Project Description:

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

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

Project Benefits:

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

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

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

Project Description:

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

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

Summary of Benefits:

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

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

CEDAR LAKE ROAD and LOUISIANA AVENUE IMPROVEMENTS

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

2026 AND 2027 PROJECT AREAS

#RedoCedarLou

Project History and Description:

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

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

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

Project Benefits:

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

PREPARED BY: St. Louis Park MINNESOTA

Project name: W 76th St Modernization

Applicant: City of Richfield
Project location: W 76th St (MSAS 361) from Xerxes Ave to Sheridan Ave
Total project cost: $2,292,000
Requested federal amount: $2,230,000
Local match: $690,000 (23.6% local match)

Project description:
The City of Richfield is proposing to reconstruct 76th St from Xerxes Ave to Sheridan Ave and replace the existing traffic signal at Upton Ave. 76th St will be converted from a 4 to 3 lane section with a continuous left turn lane. The road will be narrowed from 45 feet to 37 feet and will include two new 6.5 foot boulevards and updated 6-foot sidewalks. Along the corridor, new pedestrian-level lights will be installed and existing overhead electric lines buried. The new traffic signal will include leading pedestrian intervals and video bike detection. The project will create a more comfortable and safer experience for all road users, especially pedestrians, bicyclists and transit users.

Project benefits:

- Continuous left turn lane for safer vehicle turning
- Narrower road for traffic calming and shorter crossing distances
- Buried overhead electric lines
- New boulevards for trees, snow storage, and transit platforms
- New traffic signal with pedestrian and bike features

Project area:

Dakota COUNTY

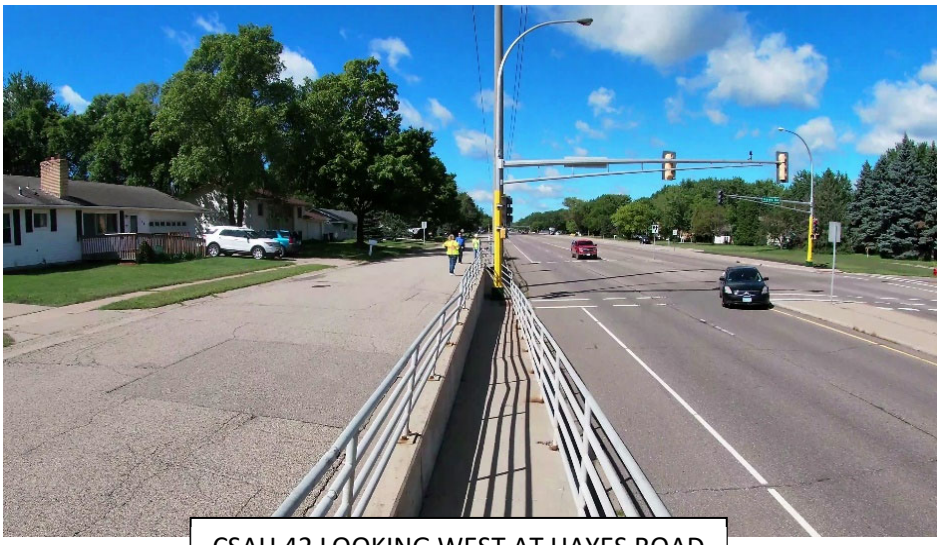
April 2022

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

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

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

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



CSAH 42 LOOKING WEST AT HAYES ROAD

Project Name: Cretin Avenue Reconstruction

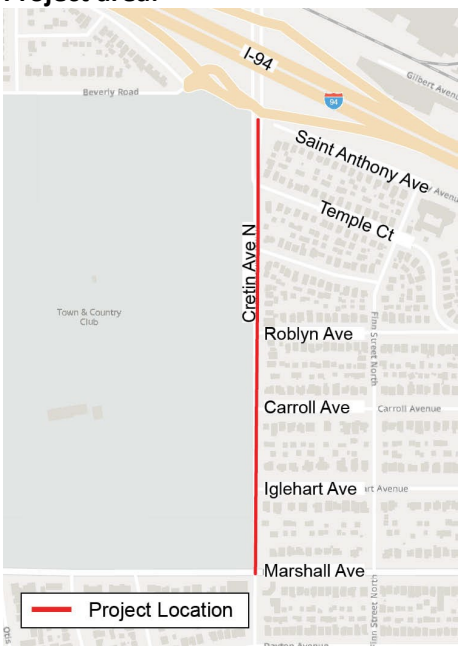
Applicant: City of Saint Paul
Project Location: Cretin Avenue – Marshall Avenue to Saint Anthony Avenue
Total Project Cost: $9,027,605
Requested Federal Award Amount: $7,000,000
Local Match: $2,027,605

Project Description:
The City of Saint Paul is requesting funding for street reconstruction and pedestrian safety improvements to Cretin Avenue between Marshall Avenue and Saint Anthony Ave near I-94. The corridor is classified as an A-Minor Arterial Augmentor roadway. Planned improvements include full-depth reconstruction of pavement structure, adding a sidewalk on the west side of the street, reconstructing the existing sidewalk on the east side, pedestrian crossing improvements, full replacement of streetlights, replacement of signals, and ADA improvements. Pedestrian crossing improvements are planned at two locations where there are bus stops along the corridor – at Temple Court and Roblyn Avenue. Crossing improvements include marked crosswalks, median crossing islands, ADA compliant curb ramps, and new sidewalk bus stop pads. ADA improvements will include new curb ramps, APS buttons, and detectable warning surface/truncated domes. This project corridor also connects to the planned B Line BRT, which will have a station located at the northwest corner of Cretin Avenue and Marshall Avenue with service anticipated to begin in 2024.

Project Benefits:
- New sidewalk on west side of street fills gap in walking network
- Improved bus stops and ADA accessibility on west side of street
- Reduced risk of crashes and conflicts between pedestrians and vehicles

Key Connections:
- Metro Transit Route 63
- I-94 located on northern end of corridor
- Connects to planned Metro Transit B Line BRT project on Marshall Avenue (Service anticipated to begin in 2024)
- New sidewalk on west side of street connects to existing sidewalks on Saint Anthony Avenue (N. extent) and Marshall Avenue (S. extent)

Project area:



Existing conditions, looking south:

PROJECT SUMMARY

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

Applicant: City of Saint Paul

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

Total Project Cost: $ 6,672,000

Requested Federal Dollars: $5,337,600

Before Photo: Northbound Wabasha Street south of 11th Street

Project Description:

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

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

Project Benefits:

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

PROJECT SUMMARY

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

Applicant: City of Saint Paul

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

Total Project Cost: $ 6,530,800

Requested Federal Dollars: $5,224,640

Before Photo:

Project Description:

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

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

Project Benefits:

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

Project Overview: Fairview Avenue Reconstruction

Applicant: City of Saint Paul
Project Location: Fairview Ave (Ford Parkway to Edgecumbe Rd)
Total Project Cost: $8,125,052
Requested Federal Award Amount: $6,500,042
Local Match: $1,625,010

The City of Saint Paul is planning multimodal roadway improvements on Fairview Avenue between Ford Parkway and Edgecumbe Road. The Fairview Avenue corridor is classified as an A-Minor Arterial Augmentor and is currently a mix of two-lane and three-lane roadway sections. The proposed project will maintain the two-lane and three-lane configurations but will make improvements including full-depth reconstruction of pavement structure, adding on-street bike lanes along the entire corridor; traffic signal revisions; reconstruct new, wider sidewalks on both sides of the street; add a grass boulevard between the roadway and the sidewalk; and make ADA improvements at intersections. ADA improvements will include new curb ramps, APS buttons, and detectable warning surfaces/truncated domes. The project connects directly to the A Line BRT corridor, which has stations located at the north end of the project corridor at Ford Parkway/Fairview Avenue. A separate City project is planned at the south extent of the project - at the intersection of Fairview Avenue/Edgcumbe Road. This project, scheduled for 2022, includes expanding the Zeilingold Triangle Park, realigning and narrowing the roadways, adding a sidewalk on the west side of Edcumbe Road, reducing curb radii to reduce traffic speeds, and adding curb extensions on the eastern portion of the intersection.

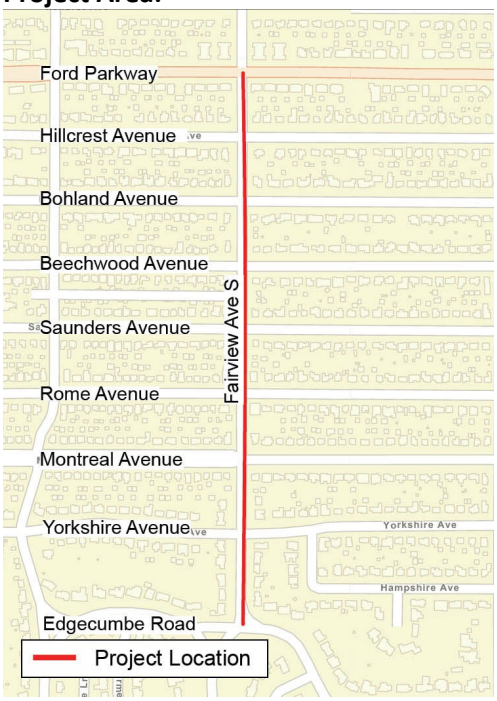
Project Benefits:

- On-street bike lanes added to fill local and regional bikeway gap
- Increased pedestrian safety and comfort through wider sidewalks and added boulevard space on both sides
- Reduces risk of crashes and conflicts between bicyclists, pedestrians, and vehicles
- Traffic signal revisions

Key Connections:

- Connections to Metro A Line BRT on Ford Parkway
- Located near the Ford redevelopment site and Highland Village, with connections via A Line BRT
- Located on a RBTN Tier 1 Alignment
- Connects to an RBTN Tier 2 Corridor on Montreal Avenue
- Nearby access to St. Catherine University

Project Area:



Existing Conditions:

Highway 10 Chaska Corridor Reconstruction Project

Carver County

Primary Contact:

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

Location & Route:

Highway 10 – Ridge Lane to Highway 15
Chaska, MN

Application Category:

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

Funding Information:

Requested Award Amount: $5,448,000
Local Match: $1,362,000
Project Total: $6,810,000

Match $ Sources:

- Carver County
- City of Chaska

Corridor Fast Facts:

- 0.7 miles of RBTN Tier 2 Regional Trail gap filled by project
- 2 pedestrian underpasses proposed
- Connection to 3 schools and 1 community center provided

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

Carver County

Project Description

The Highway 10 Chaska Corridor Reconstruction Project revitalizes and upgrades an existing two-lane rural highway into an urban multi-modal corridor within the heart of Chaska. The existing section has served its purpose for decades as a primary east-west route between the then rural and suburbanizing area of Carver County. Today, this area is well populated and still growing at significant rates. The outdated facility will not only be under capacity due to this forecasted growth in the coming years but lacks any real pedestrian accommodations and is identified as the primary pedestrian network gap within the City.

The project will fill this gap by constructing multi-use trail throughout the project area as well as two pedestrian underpasses crossing Highway 10 and providing connection to area parks, neighborhoods, and Downtown Chaska. The roadway will be updated to a two-lane divided urban section to improve clear zone safety, calm traffic speeds, and add urban drainage and water treatment opportunities. Intersection and pedestrian scale lighting are included at key locations as well as a rebuilt traffic signal at Highway 15.

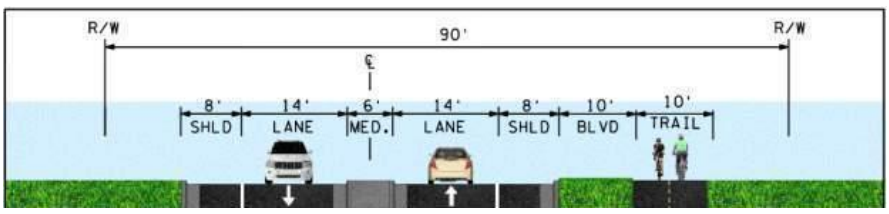
Project Benefits/Regional Significance

The project completes the first link of regional trail connecting the Minnesota River Bluffs Regional Trail to the planned regional trail following the Highway 10 alignment between Chaska and Waconia, with linking branches connecting Victoria and Carver to the planned network. This segment of Highway 10 carries high volumes of commuter traffic which utilizes the Highway 101 River crossing between Shakopee and Carver County and will become the first of many bottlenecks along the corridor if no improvements are made. Highway 10 is the premier east-west non-trunk highway roadway in Carver County making investment in this key section of the roadway a forward-thinking commitment.

Existing typical section – between Ravoux Rd. and Ridge Ln.

Part of a Bigger Picture

A corridor study of Highway 10 identified this segment of Highway 10 as a priority pedestrian network gap. Completing this gap has proven elusive due to topography and potential impacts as well as no identified vision. The study performed extensive outreach to all stakeholders before determining the vision for this segment of Highway 10. This vision was approved by both Carver County and the City of Chaska who have partnered in pursuit of funding to complete this important project.



Proposed typical section

TH 47 (St. Francis Blvd) Corridor Improvements Project

Applicant, Location, & Route:

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

Application Category:

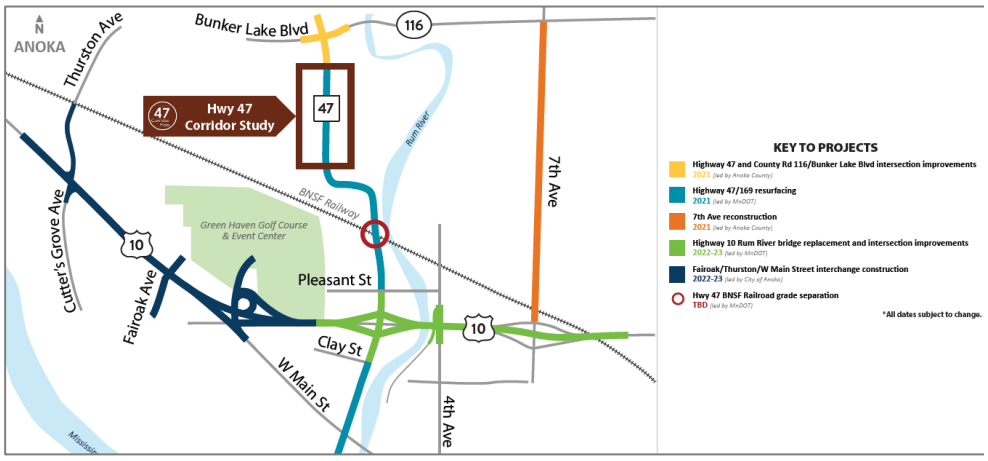
Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization**

Funding Information:

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

Project Benefits:

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



Project Description

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

Project Benefits

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

Other Information

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

RICE STREET RECONSTRUCTION
Ramsey County

Project Name: Rice Street Reconstruction

Applicant: Ramsey County

Route: CSHA 49

Location: City of St. Paul

Application Category: Roadway Reconstruction/Modernization

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

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

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

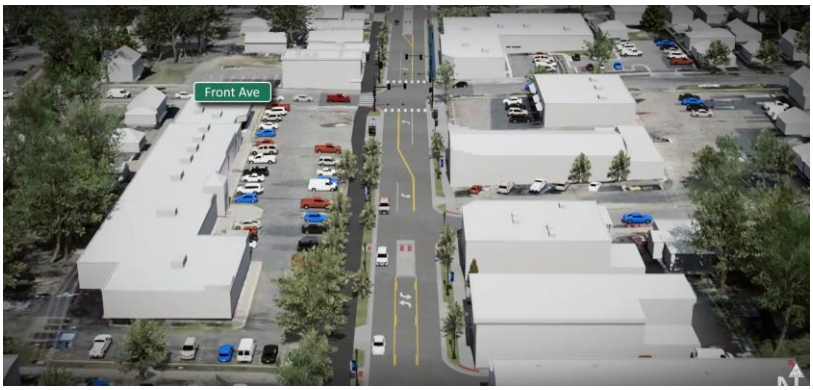
Project Description
CSAH 49 (Rice Street) is a major transportation corridor and activity hub in Saint Paul. Rice Street connects residents, travelers, and visitors to a diverse intermingling of businesses, services and institutions. The current aged roadway has numerous safety, access, and traffic concerns.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

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

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

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

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



Concept visual of future roadway design with surrounding context

Award	***Design***	***Construction***
2022	2022-2023	2024-2026

Ramseycounty.us/RiceStreetStudy

35th Street and 36th Street Reconstruction

Nicollet Ave to Park Ave

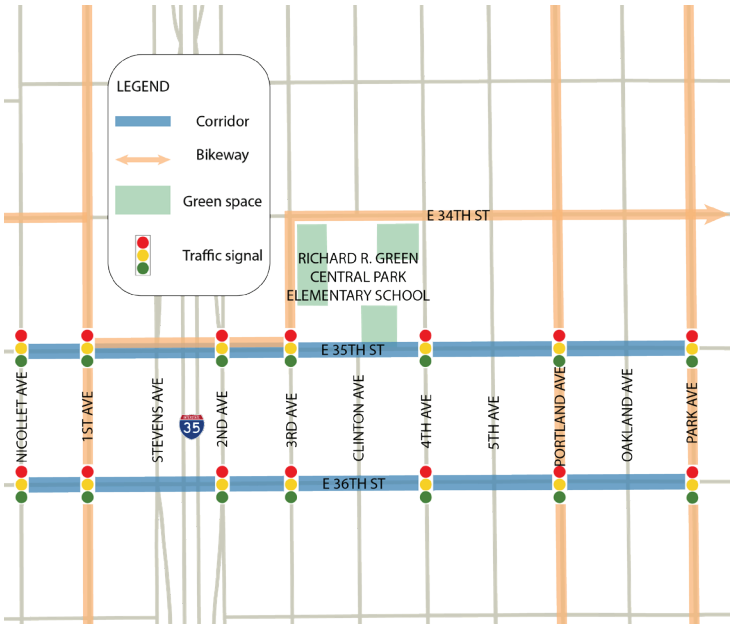
Minneapolis
City of Lakes

Project Background

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

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

Project Area



E 35th St

Project Scope

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

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

Existing Conditions

Average Number of Daily Users

220 - 240 pedestrians

360 - 400 bicyclists

14,800 - 15,600 motor vehicles

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

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

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

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

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

Source: MnDOT MnCMAT (2012 - 2021)

Project Costs: $27,218,820

Contact:

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

TH 5 Reconstruction
CITY OF WACONIA

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

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

Application Category:
Roadway Reconstruction/Modernization

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

Additional Funding Sources:
- City of Waconia Local Funds

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

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

DEPARTMENT OF TRANSPORTATION

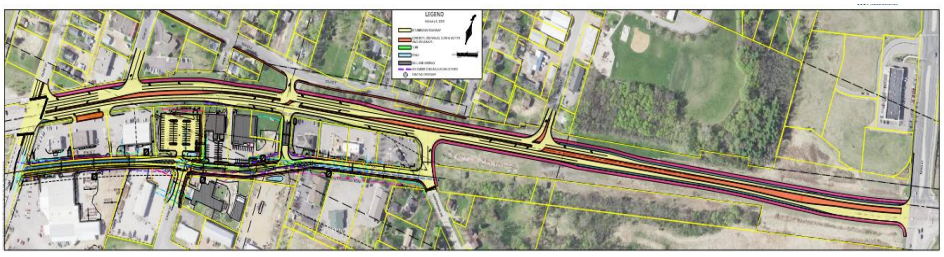
CARVER COUNTY

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

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

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

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



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

Project Summary

Project Name: W. Broadway Avenue and Douglas Drive Roundabout Modernization Project
Applicant: City of Crystal
Total Project Cost: $4,063,170 **Requested Federal Dollars:** $3,250,536
Project Location: W. Broadway Ave (CSAH 8) and Douglas Dr (CSAH 102) intersection

Project Description:

Existing intersection layout. Source: Google Earth

This project is located at the convergence of four roads, W. Broadway Avenue, Douglas Drive, Hanson Court N, and 53rd Avenue N. Both W. Broadway Avenue and Douglas Drive serve as minor arterials through the City of Crystal. The existing intersection between W. Broadway Avenue and Douglas Drive is signalized with a severe skew and has a crash rate that is 1.6 times the statewide average for similar roadways. Existing traffic volumes are 12,800 ADT (2016) and forecasted to reach 15,600 ADT by 2040. The location of the project is of critical importance to the City of Crystal as the intersection serves as the southern gateway to the city's Town Center, which is home to over 500,000 square feet of commercial space.

Current crossing facilities restrict mobility and require multistage crossings, including five stages across nine lanes of traffic for southbound pedestrians on the west side of W Broadway Avenue (see photo). The proposed project will replace the existing intersection with a five-leg roundabout that eliminates the skew and feeds all four roadways. The roundabout provides two stage crossings, with a pedestrian refuge island for each leg.

Project Benefits: The W. Broadway Avenue and Douglas Drive Roundabout Project will provide the following benefits:

- Improve traffic operations from level of service F (LOS F) to (LOS A)
- Improve vehicular and pedestrian safety through lighting, geometric, and ADA upgrades
- Provide full access at Hanson Court and 53rd Avenue while discouraging cut-through traffic in the Becker neighborhood
- Facilitate a planned Three Rivers north-south trail connection (CP Regional Trail) through the intersection
- Create an opportunity for an enhanced gateway and southern focal point for Crystal Town Center contributing to community image and redevelopment
- Spur economic investment in the city and accommodate all modes of transportation.

Project Summary

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

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

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

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

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

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

ATTACHMENT A

County State Aid Highway 46 Reconstruction

Applicant: Dakota County

Project Location: CSAH 46 between General Sieben Drive and Highway 61, Hastings, MN

Project Costs:

- Total construction cost: $10,450,000
- Requested Award Amount/Match Amount: $7,000,000 / $3,450,000 (CSAH, Local)

Project Description

Dakota County, in cooperation with the City of Hastings have completed a corridor study along County Road 46 between the Vermillion River crossing west of General Sieben Drive and Highway 61. The operations review and community engagement identified issues and needs along the corridor which the project partners used to developed potential solutions for the corridor. The alternatives and community input formed the study recommendations.

The City of Hastings Council and Dakota County Board of Commissioners adopted the results of the CSAH 46 corridor study and from the recommendations determined to advance a reconstruction project of CSAH 46 from Pleasant Drive to Highway 61 to modernize the corridor and address safety and mobility issues. The project includes reconstructing CSAH 46 as a divided 2-lane roadway with a raised center median; constructing single lane roundabouts at Pleasant Drive and Pine Street; replacing the existing Vermillion River bridge east of 31st Street with a wider bridge that accommodates pedestrians and bicyclists; and constructing trail along the north side of CSAH 46 from General Sieben Drive to Highway 61 and along the south side from Pleasant Drive to Pine Street.

Existing Conditions

Project Benefits

Goals for the corridor included improving corridor safety and mobility, evaluating and improving non-motorized facilities, and enhancing natural resources. The project will provide the following benefits:

- Provide safe, equitable non-motorized facilities for travelers of all abilities connecting the community with the Vermillion River greenway, natural resources, adjacent neighborhoods, and commercial nodes along Highway 61
- Reduce potential for vehicle crashes through geometric improvements including replacing bypass lanes with dedicated turn lanes
- Improved safety and mobility through access management and intersection control improvements
- Geometric improvements to encourage consistent vehicular speeds
- Replacing the load restricted, aging Bridge #19503 over the Vermillion River with a wider facility including non-motorized accommodations
- Addressing potential future capacity issues by adding turn lanes and constructing a divided roadway section

County Road 19A/100th St Realignment | Roadway Reconstruction & Modernization

Project Location

The realignment of County Road 19A and 100th Street between Innovation Rd and Jamaica Ave in the City of Cottage Grove

Funding Request

Federal: $ 7,000,000

Local Match: $ 12,125,000

Project Total: $ 19,125,000

Project Goals

- Reduce delays and deficiencies
- Grade-separation of roadway & railroad crossing
- Supports short term and long term development and redevelopment
- Serves pedestrians/bicyclists and considers future transit service

Project Summary

The proposed CR-19A/100th St Realignment will directly connect CR-19A to 100th St in the City of Cottage Grove. This proposed realignment was identified as a priority recommendation in the Southwest Arterial Study led by Washington County in 2020. The project area is currently lacking in regional transportation facilities and experiencing significant growth in industrial uses and development pressure.

The proposed project will facilitate arterial traffic flow in the region, remove at at-grade railroad crossing, and construct multiuse ADA compliant trails and crossings where there is currently no bicycle or pedestrian infrastructure. This route will provide access to the future Grey Cloud Island Regional Park

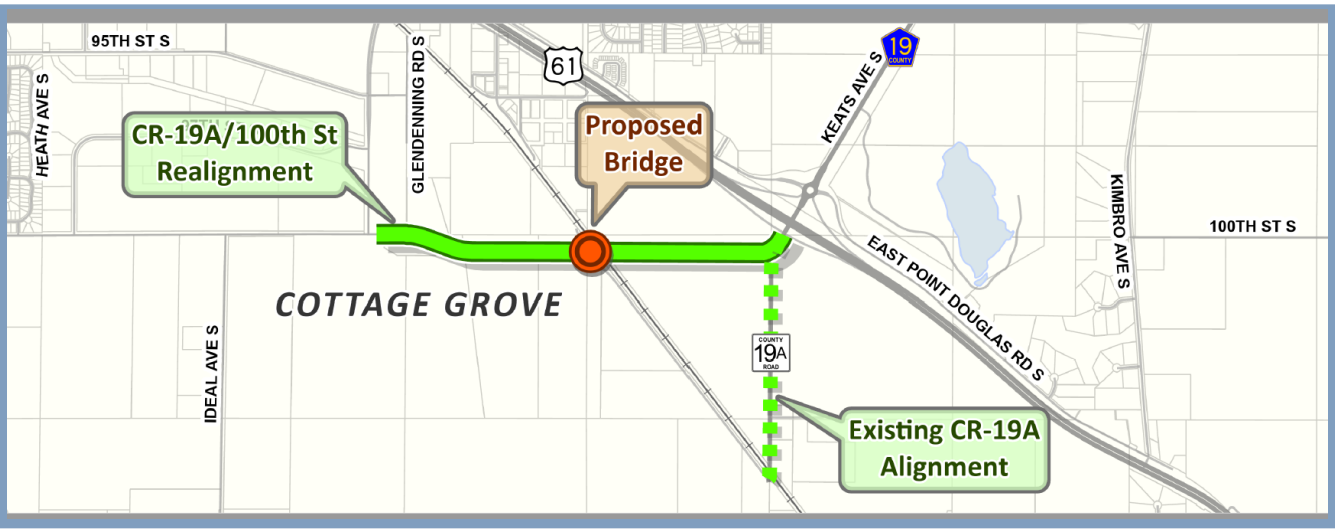
Summary of Benefits

⇒ Improves regional accessibility and efficiency

⇒ Creates safer environment for all modes of transportation

⇒ Promotes growth and increases business demand, freight operations, and employments opportunities in the surrounding area

⇒ Bridges multimodal gap through construction of multiuse trails and crossings



Washington County

7th Street North Improvements

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

Minneapolis
City of Lakes

Project Overview

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

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

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

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

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

Project Schedule

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

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

Contact

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

Project Area

Project Location

N

Existing Conditions

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

Daily Users

60 - 140 Pedestrians

110 - 160 Bicyclists

8,225 - 10,650 Vehicles

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

TH 120 (Century Avenue) | Roadway Reconstruction & Modernization

Project Location

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

Funding Request

Federal: $ 7,000,000

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

Project Total: $ 8,972,428

Project Goals

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

Project Summary

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

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

Summary of Project Benefits

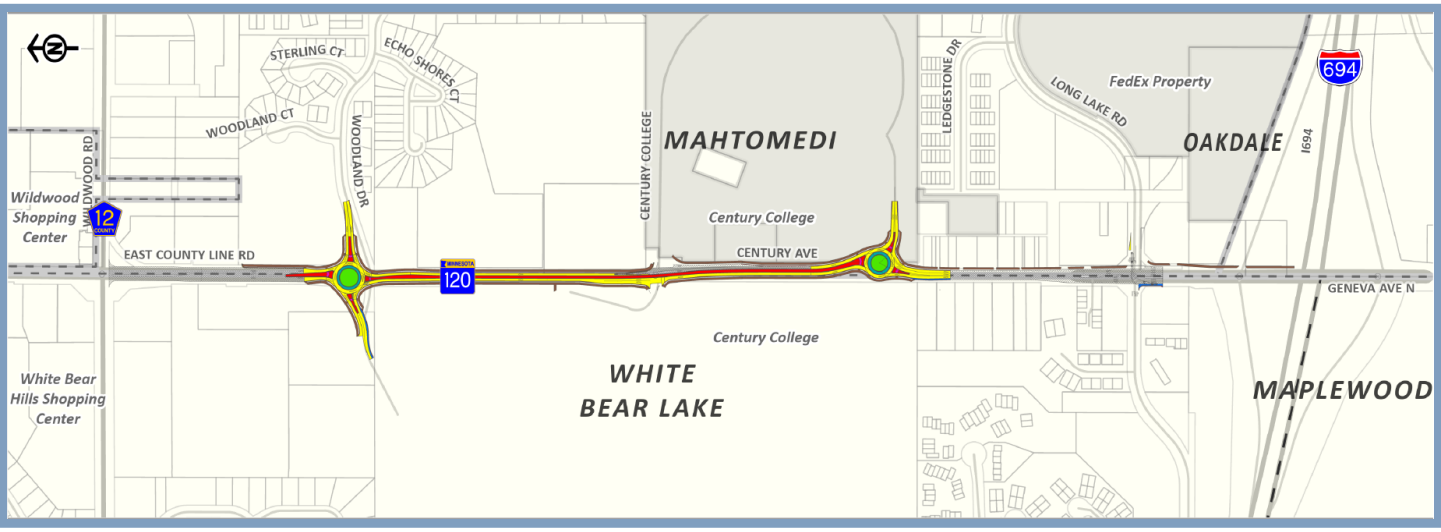
⇒ Calms traffic and reduces delay and conflict points throughout the corridor

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

⇒ Completes gaps within the existing bike/ped network

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

⇒ Responds to a community-identified need



Washington County

2022 REGIONAL SOLICITATION

Bridge Rehabilitation and Replacement Project Submittals

CSAH 1 (Pioneer Trl) Bridge Replacement Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 1 (Pioneer Trl) Bridge Replacement Project

City(ies)
Eden Prairie

Commisioner District(s)
5

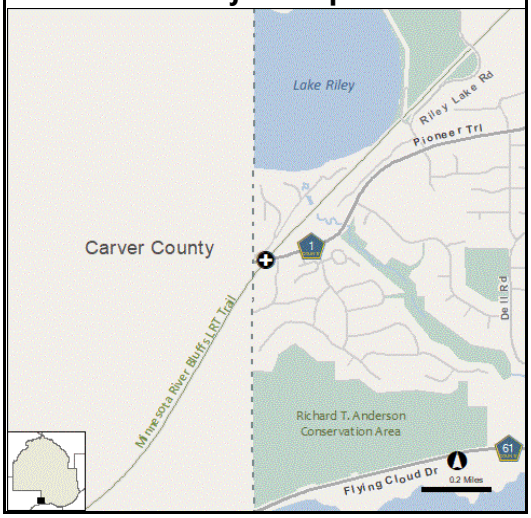
Capital Project Number
CP 2181200

Project Category
Bridge Replacement

Scoping Manager
James Weatherly

Scoping Form Revision Dates
4/13/2022

Project Map



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

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

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

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

Project Timeline

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

Project Delivery Responsibilities

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

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

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

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

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

City(ies)
Brooklyn Center Crystal

Commissioner District(s)
1

Capital Project Number
2200800

Project Category
Bridge

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/5/2022

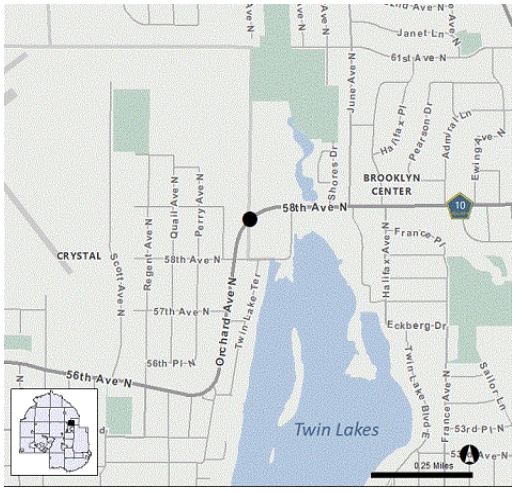
Project Summary
Replace Bridge #91131 over Twin Lakes in the cities of Brooklyn Center and Crystal.

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

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

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

Project Map



Project Timeline

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

Project Delivery Responsibilities

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

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

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

CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

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

City(ies)
Eden Prairie

Commissioner District(s)
6

Capital Project Number
CP 2181300

Project Category
Bridge Replacement

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/6/2022

Project Summary

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

Roadway History

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

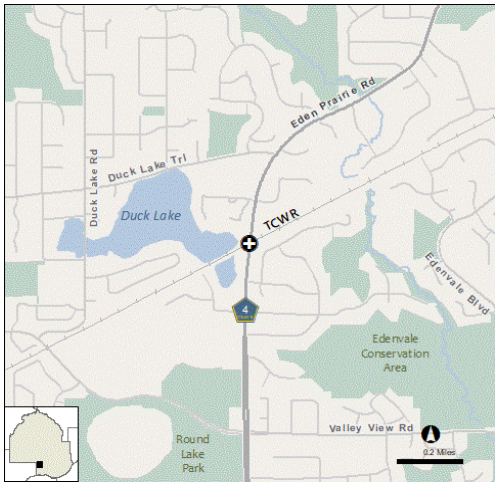
Project Description and Benefits

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

Project Risks & Uncertainties

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

Project Map



Project Timeline

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

Project Delivery Responsibilities

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

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

Funding Notes

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

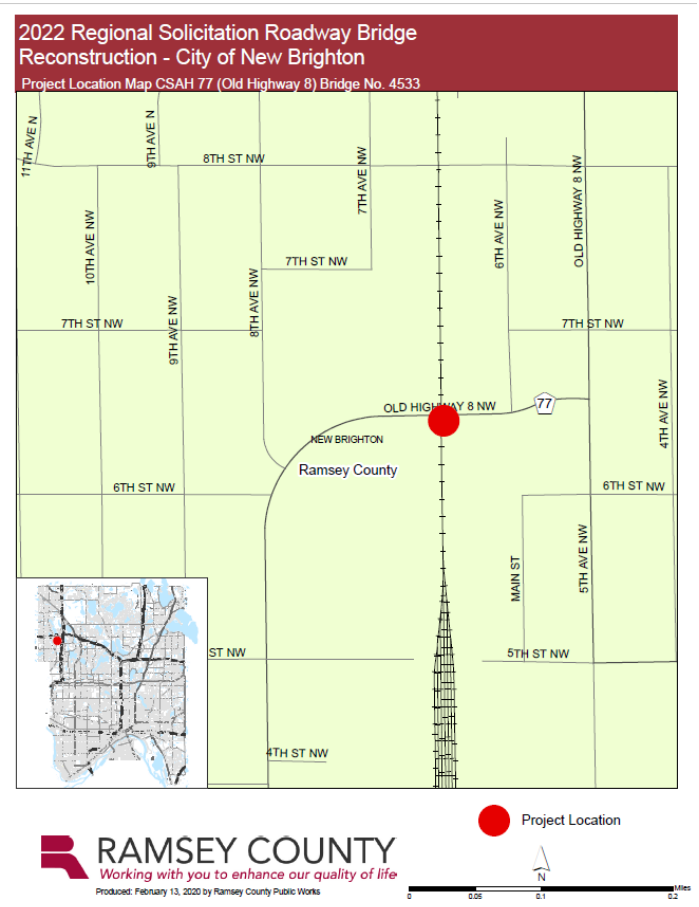
RAMSEY COUNTY
Public Works

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

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

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

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



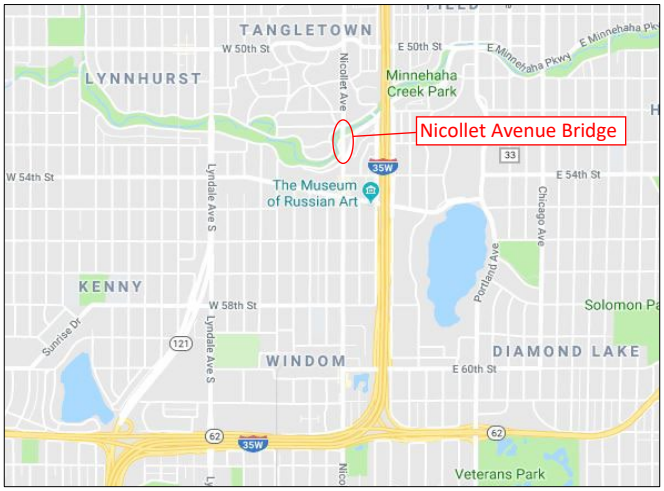
Detail of Beam Deterioration

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

Nicollet Avenue South over Minnehaha Creek - Bridge Rehabilitation

Applicant: City of Minneapolis

Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

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

Route: MSAS 430
Location: Minneapolis, MN

Project Description

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

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

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

Project Benefit

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

2022 REGIONAL SOLICITATION

Transit Expansion Project Submittals

Transit Expansion
Shakopee to Brooklyn Center
Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

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

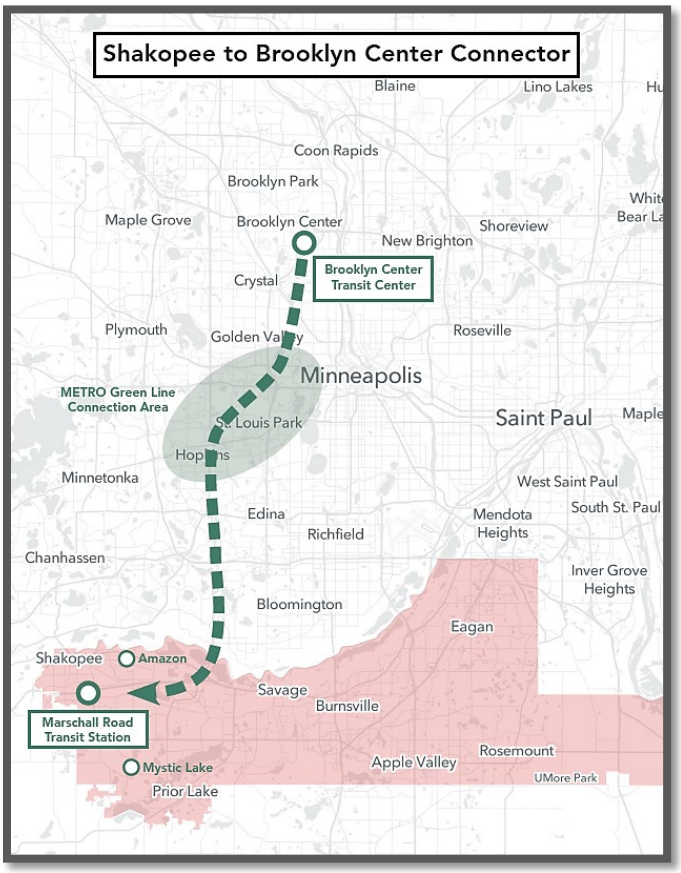
Route Concept: Shakopee to Brooklyn Center

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

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

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

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



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

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

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

Transit Expansion
Express to Rice and University
Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

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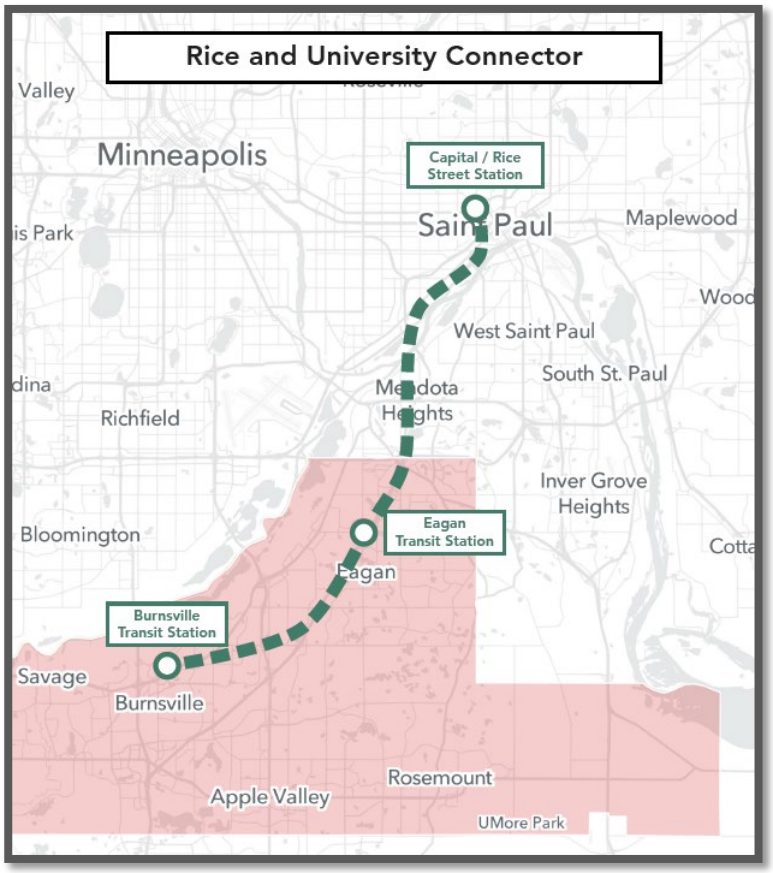
Route Concept: Express to Rice and University

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



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

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

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

Route 3 Transit Service Expansion Summary

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

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

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

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

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

METRO Gold Line I-494 Park & Ride

Project Location

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

Funding Request

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

Project Goals

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

Project Summary

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

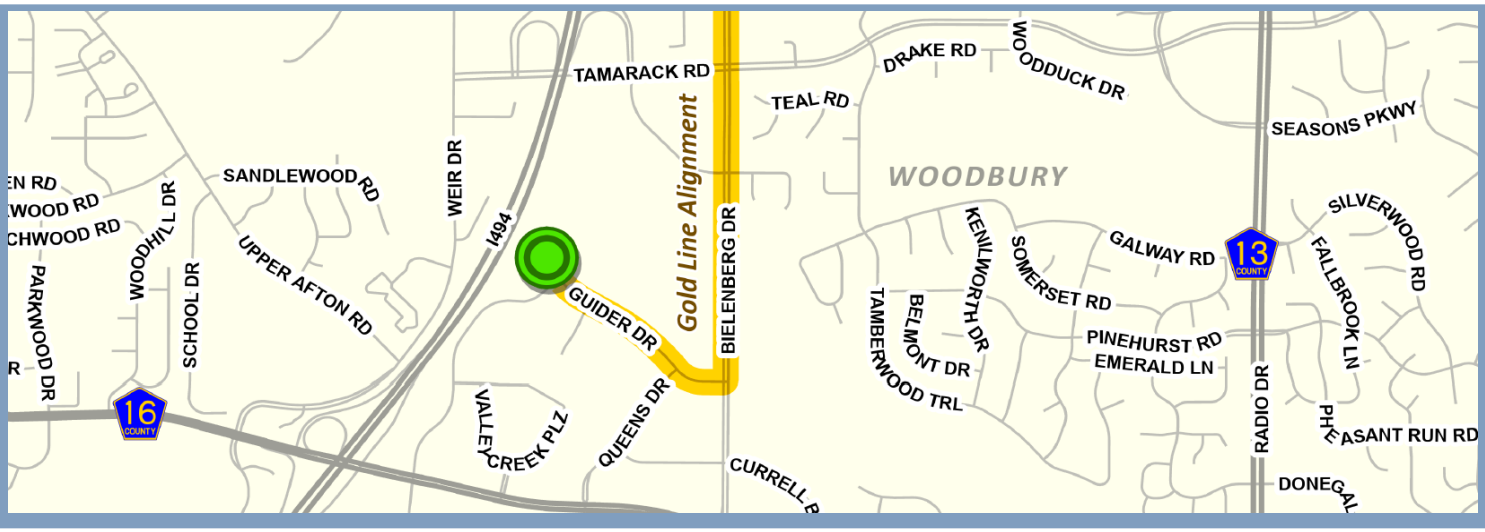
Summary of Benefits

⇒ Leverage the significant federal and local investments in the area

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

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

⇒ Optimizing adjacent land use development opportunities



Washington County

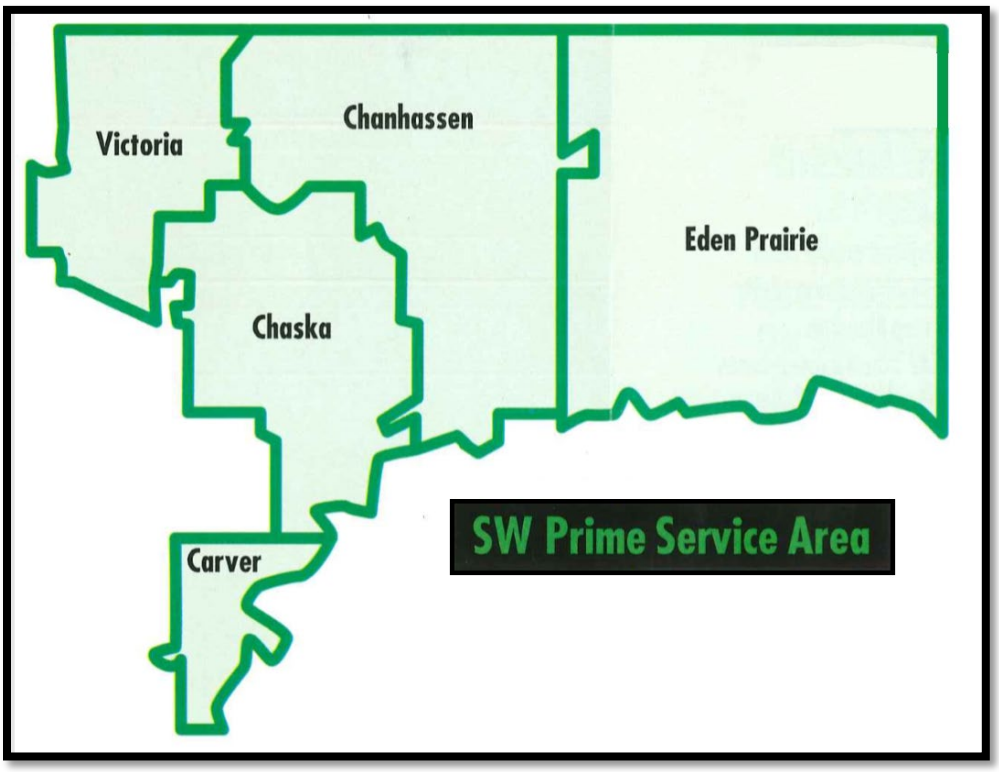
Regional Solicitation – Golden Triangle Mobility Hubs Project Summary

Description

SouthWest Transit's Mobility Hubs will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area with a particular focus on servicing the Golden Triangle, City West, and Town Center LRT stations currently under construction, the programmed SouthWest Transit 494 corridor service, current Minnesota Valley Transit Authority Route 498, and the planned American Boulevard Arterial BRT line. Through the expansions of the on-demand service SouthWest Prime (7 added vehicles) and the bike rental program (15 bikes/scooters), SW Ride, and the construction of a bus transfer station within the Golden Triangle, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options.

Through these means, SouthWest Transit can further expand upon its current array of first and last mile options for passengers. This project is timely considering the incoming SWLRT Green Line extension. A main goal of this project is to ensure much needed first mile/last mile mobility options exist within the not so pedestrian-friendly Golden Triangle - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal of this project is to improve mobility options for riders who are traveling mostly within the SWT service area. Through the mentioned expansions and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to and from the service via express routes or transitways will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Project Cost

Vehicles	$1,050,000
Bus Transfer Station	$2,300,000
Bike/Scooter Expansion	$150,000
Operations	$2,500,000
Total Project Costs	**$6,000,000**

SW Prime North Expansion Service Project Summary

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

Highlights of the proposed service:

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

Project Budget

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

Project Summary

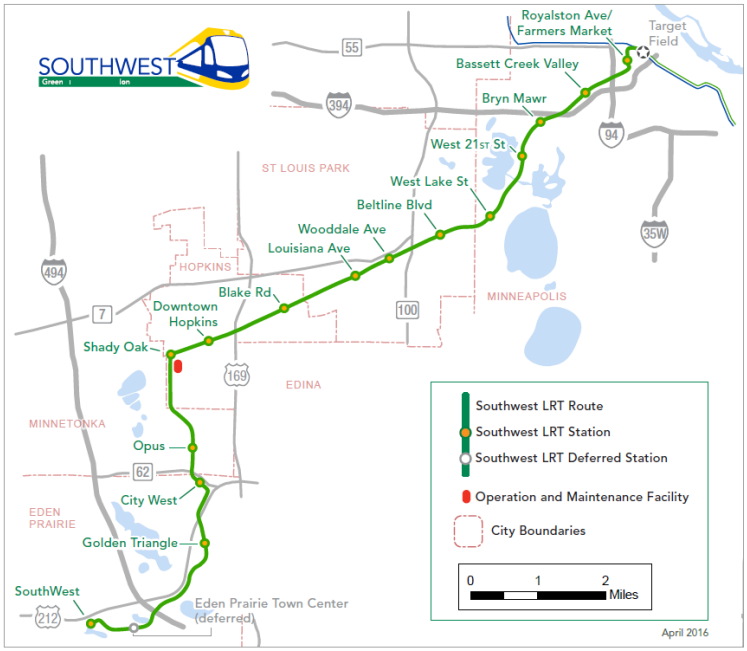
Project Name: METRO Green Line LRT Extension

Applicant: Metro Transit

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

Total Project Cost: $132,971,399.39

Requested Federal Dollars: $7,000,000



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

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

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

The proposed project will provide the following benefits:

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

2022 REGIONAL SOLICITATION

Transit Modernization Project Submittals

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

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

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

Approach of the South Tower from Lake Street

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

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

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

Technology, ADA Enhancements
Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

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Technology, ADA Centered Initiatives

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

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

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

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

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

MODERNIZATION
Apple Valley Transit Station

Submission for Award Consideration in the 2022 Regional Solicitation Program

ABOUT MVTA

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AVTS MODERNIZATION PROJECT SUMMARY

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

Enhanced Safety and Customer Amenities

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

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

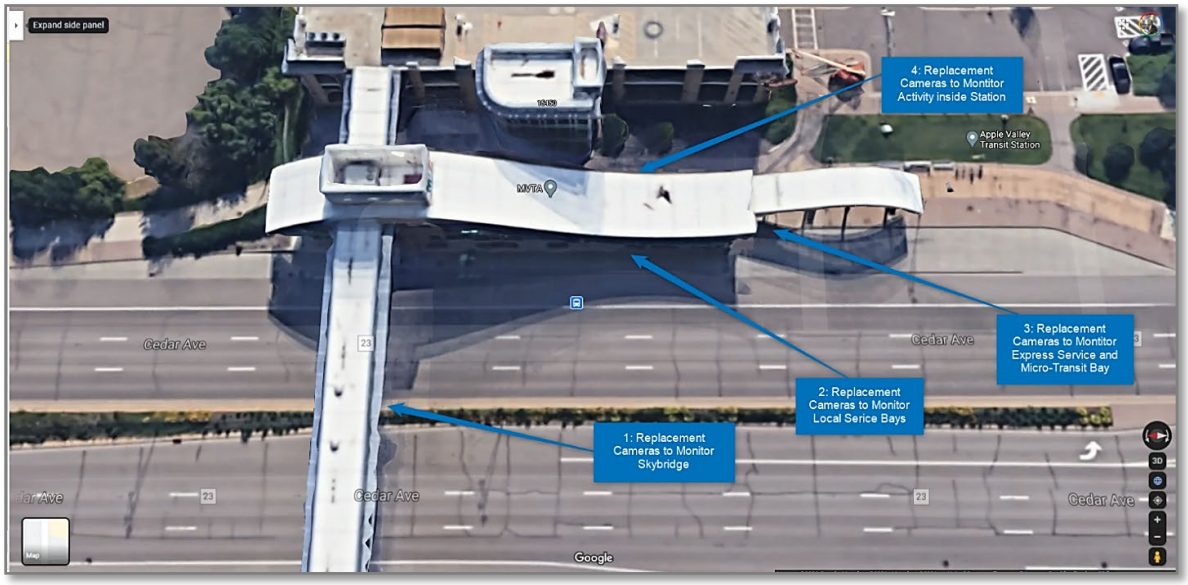


Figure 1 AVTS Camera Deployment Map, Northbound and Skybridge

38th Street Station Modernization

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

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

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

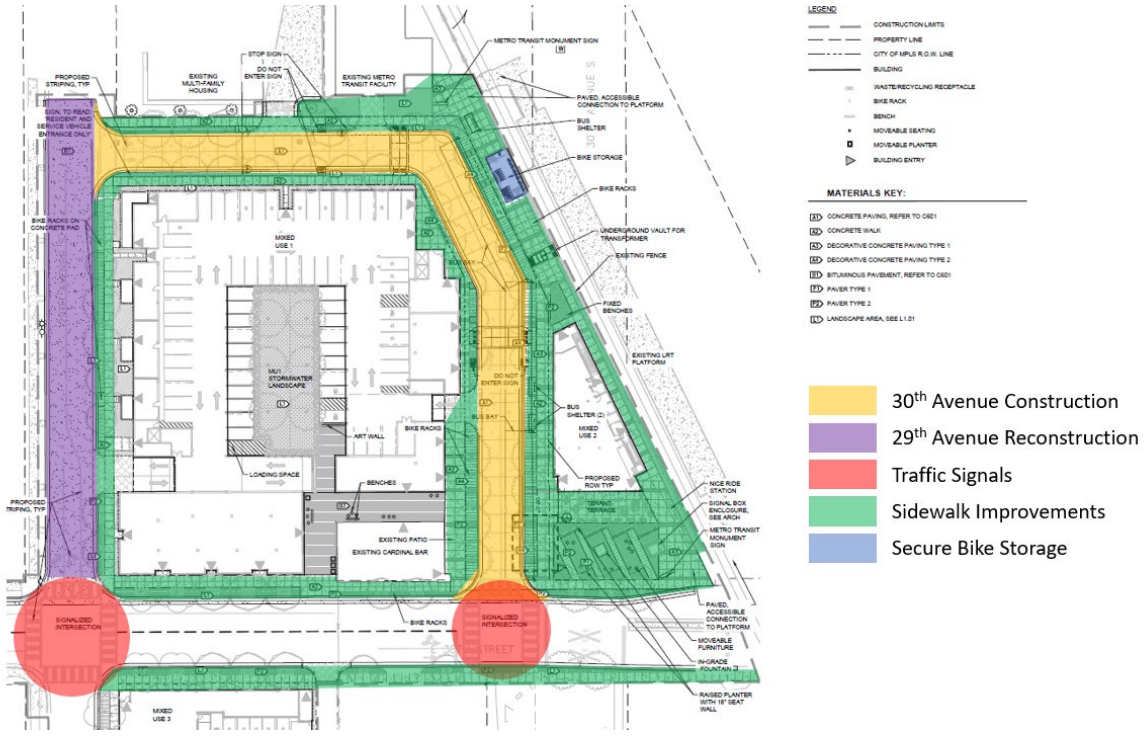


Figure: 38th Street Station Mobility Hub project scope.

Project Summary

Project Name: 5th Street Transit Center

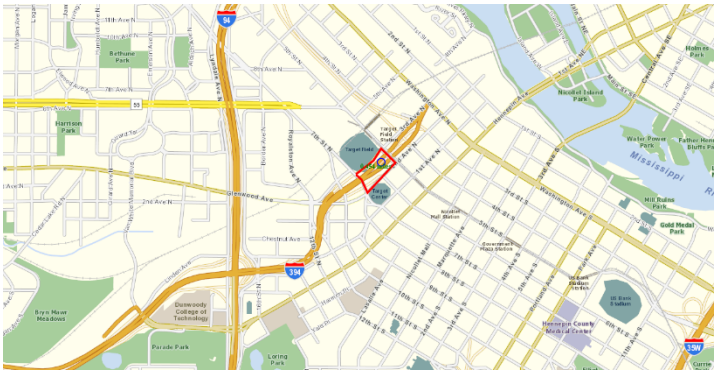
Applicant: City of Minneapolis

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

Total Project Cost: $1,989,439

Requested Federal Dollars: $2,486,799

Project Map:



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

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

Interior

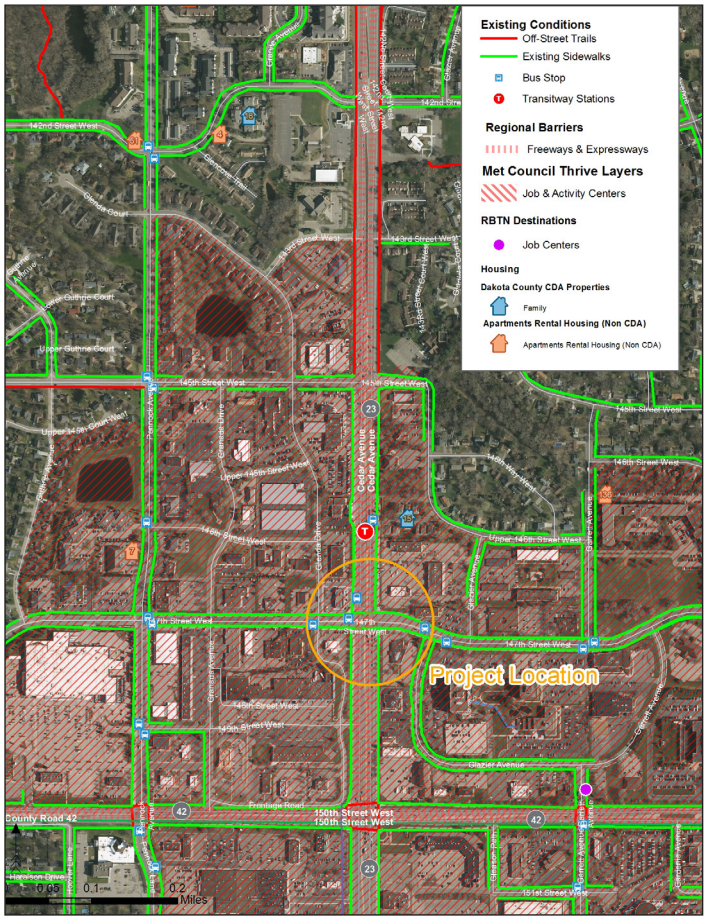
- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

Exterior

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

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	$4,206,400
Total Project Cost:	$5,258,000

PROJECT DESCRIPTION

The Apple Valley Red Line 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street station on Cedar Avenue, serving the METRO Red Line as well as near local bus routes and MVTA routes. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed to connect the two stations, thus providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interacting with traffic.

PROJECT BENEFITS

- *The "shovel ready" 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.*
- *The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.*
- *The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.*
- *The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.*

Renderings/Concepts

2022 REGIONAL SOLICITATION

Travel Demand Management Project Submittals

Project Name: 15 Minute Cities of Saint Paul
Applicant: Move Minnesota
Project Location: Pedestrian infrastructure within ½ mile of Metro Transit's High Frequency Network (Saint Paul).

Requested Award Amount: $423,301.00
Total Project Cost with match: $556,213.87

Summit University Neighborhood
Walk and Roll
Along The Future B Line

Project Description & Benefits:

In 2021, 57 pedestrians died in MN. In St Paul 8 people were killed. Our communities' dangerous streets are creating hurdles to increasing walking rates around the state and cities, and also to the use of transportation modes that depend on walkable connections, like transit. Yet in St. Paul, many communities are evolving in ways that can and should increase their walkability: new transit lines are being built and significant and walkable developments are underway. To support communities in fully embracing the potential of this evolution, Move Minnesota will work with four communities to build support and knowledge around turning St. Paul neighborhoods into "15 Minute Cities." These are communities that provide access to living, working, commerce, healthcare, education and entertainment by way of a 15 minute walk or bike ride.

The 15-Minute City concept is born out of necessity: a need for resilience from pandemics, a need to increase health outcomes for residents by way of active transportation, a need to reduce the negative externalities that automobile dependence brings into our society, and a need to reduce the inequities in time that our residents spend on transportation. We will work with these residents and community groups to empower them to better understand what is in their 15 minute city through community conversations and walking audits. Groups and individuals will learn about the 15 minute city concept, map their own 15 minute city, identify barriers to this lifestyle within their own communities and take a pledge to walk to their 15 minute city destinations whenever possible. Move Minnesota will work with communities to develop regional 15 minute city guides as tools to identify what resources and transportation modes are in their area.

For this project, Move Minnesota will work with 4 distinct communities in either transit corridors or in or near major development sites to train and educate residents in better understanding their built environment and the intersection that the built environment has with their transportation choices. The goal of this project is to increase walking rates–and enhance awareness and education to ensure walkers feel and are safe. Move Minnesota will focus on places where there are many places to walk, but full walking potential is yet to be realized. This means people are not walking to transit or in the new developments, but it also means that people are not walking to the grocery store, not walking to school, etc. Move Minnesota will leverage its relationships and experience working with community, schools, rental properties and High Frequency Transit (HFT) corridors to increase walking rates in these communities, decrease car trips, and increase health outcomes for residents.

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

Project Description and Benefits

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

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

The specific locations included in this project are:

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

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

Transit Connection Specialist

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

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

Incentive for the Transit Connection Specialist

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

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

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

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

MVTA

TOTAL PROJECT COST $285k

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

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

Residential Pass Implementation Project

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

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

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

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

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

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

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

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

DAKOTA COUNTY TRANSPORTATION MANAGEMENT ORGANIZATION

The Dakota County Regional Chamber of Commerce (DCRC) surveys its more than 600 members annually on their policy concerns. In 2019 & 2020 DCRC members identified more and better public transit as their top policy priority. Close behind as priorities were accessibility to housing and to workforce, both of which would be improved with better transit.

The Dakota County Reginal Chamber of Commerce proposes to develop and oversee a Transportation Management Organization (TMO) for Dakota County. The TMO would provide a GIS-based software application which Dakota County employers and job seekers could use to a) identify potential job openings by type and employer: b)provide transportation options for job seekers to get to and from work via public transit, shared mobility options, telecommute considerations, vanpool and/or matching and micro-mobility options: C) Solicit employers and other institutions(i.e.- high education) to offer incentives to jobseekers and other employees participating in employer-specific mobility programs to reduce carbon emissions throughout Dakota County, make critical transportation linkages that do not exist presently for job seekers thus removing barriers for employment, and operate as a transportation mobility manager for the development of personalized transit/shared mobility/micro-transit options focused on linking potential employees to Dakota County employers and institutions. In Dakota County there is not a formal TMO organization. Cites such as Minneapolis, St. Paul, 494 Corridor Commission and Anoka County have a TMO.

The focus location of this project falls within the boundaries of Dakota County, from MN State Highway 13 west and north of the County boundary to Dakota County 66 on the east, to Dakota County CSAH 50 on the south.

With the labor market and low employment, it is critical to have a TMO to assist job seekers and Employers to achieve common goals.

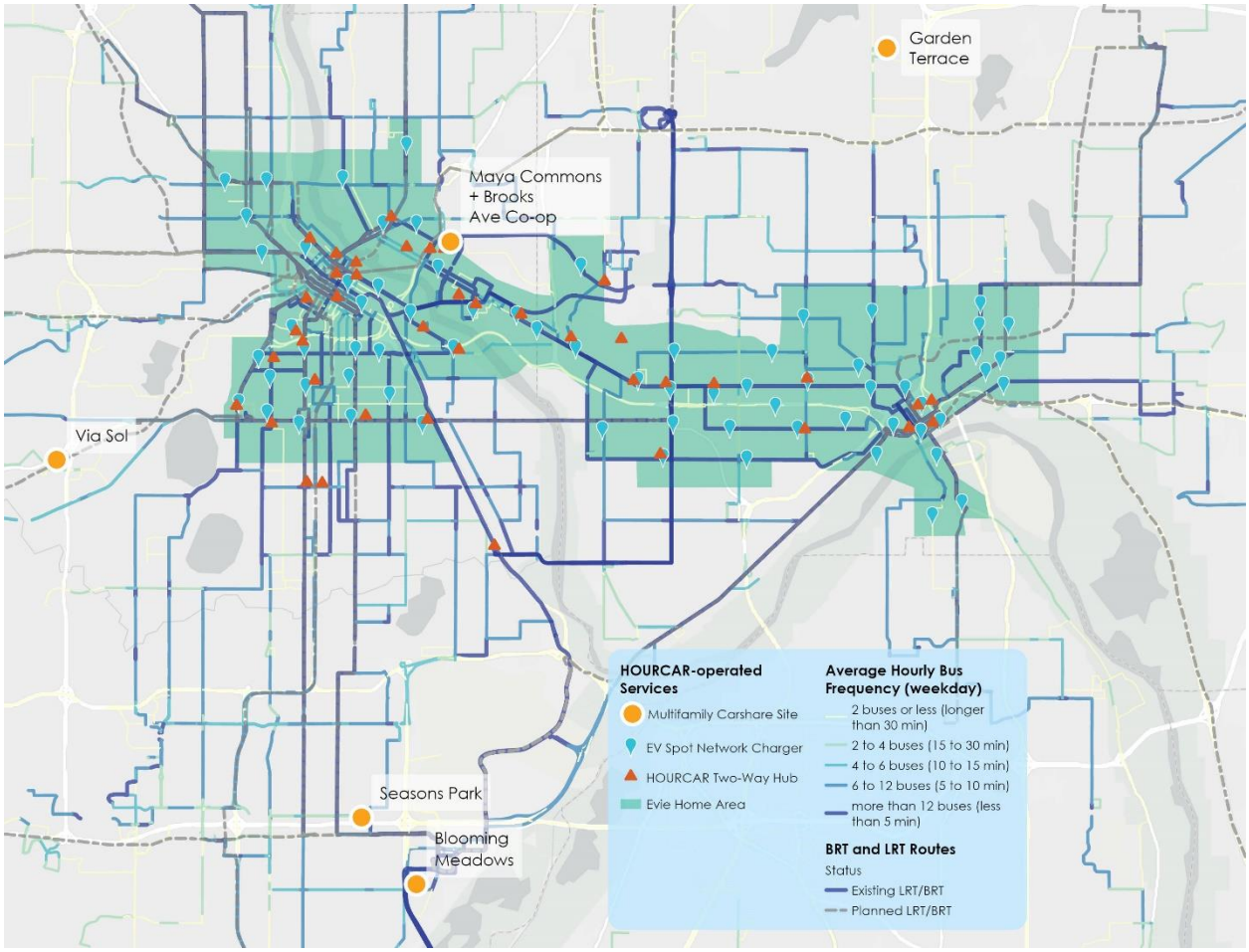
Affordable
Accessible
Sustainable

PROJECT SUMMARY

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

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

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



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

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

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

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

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

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

2022 REGIONAL SOLICITATION

Multiuse Trails and Bicycle Facilities

CSAH 23 (Marshall St NE) Bikeway Project

Attachment 01| Project Narrative

HENNEPIN COUNTY
MINNESOTA

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

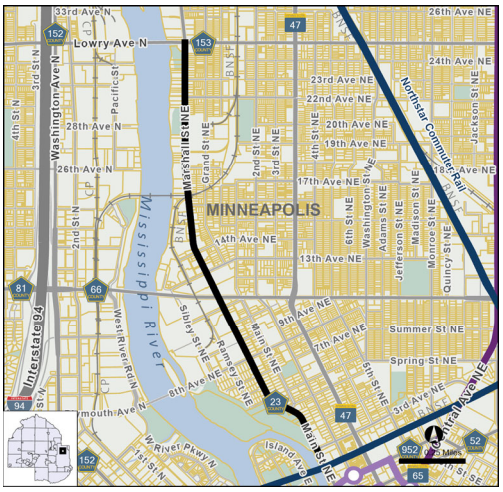
The existing roadway (last reconstructed in 1959) lacks dedicated facilities for people biking along this key north/south corridor that parallels the Mississippi River throughout Northeast Minneapolis. In addition, the existing accommodations for people walking are relatively uncomfortable as the sidewalk 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
Total Project Budget:	**$**	**7,930,000**

Funding Notes

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

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

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

City(ies)
Minneapolis

Commissioner District(s)
4

Capital Project Number
CP 2220300

Project Category
Bikeway

Scoping Manager
Emily Buell

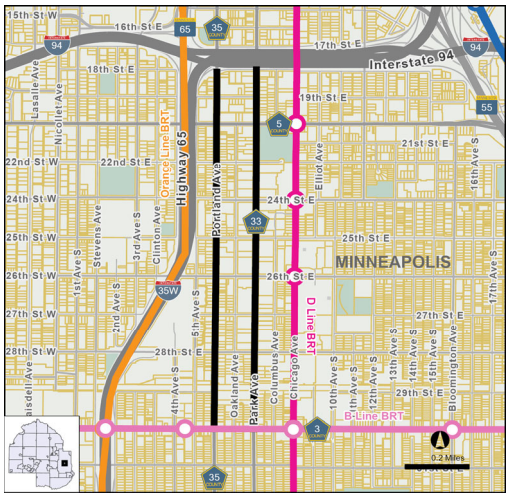
Scoping Form Revision Dates
4/8/2022

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

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

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

Project Risks & Uncertainties

Project Map


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

Project Delivery Responsibilities
Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

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

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

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.

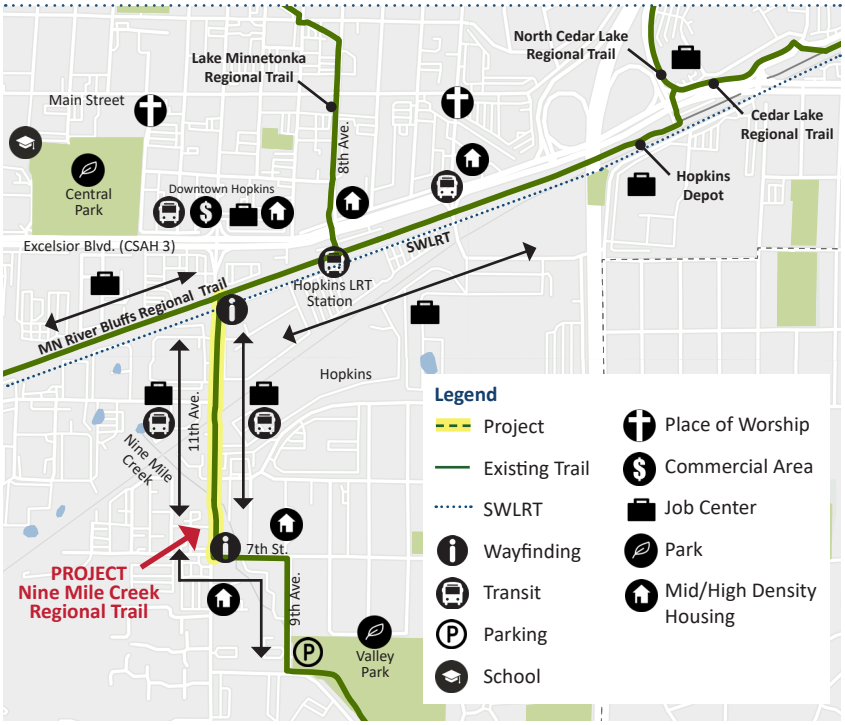
Proposed Benefits Include:

- 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

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

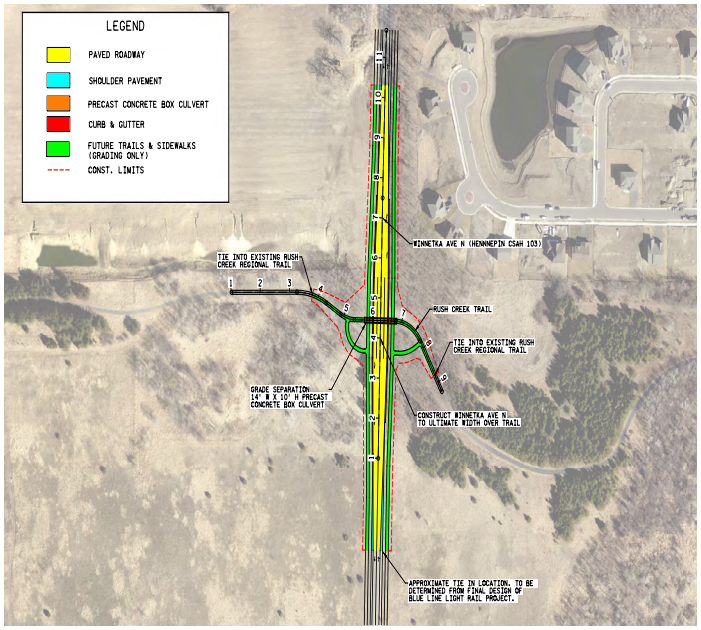
Proposed project elements include:

- 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

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

Project Description:

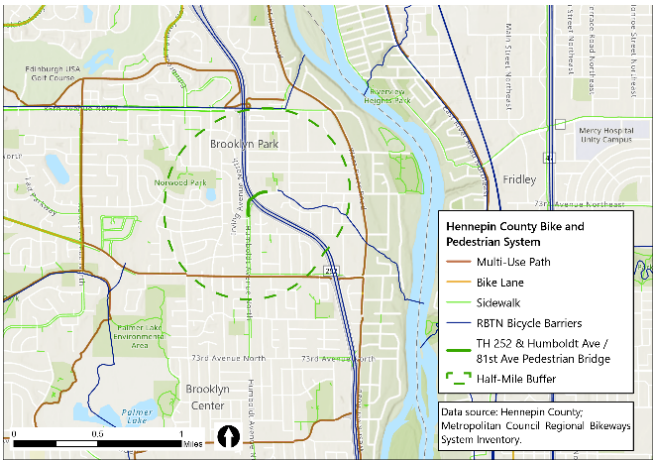
New bicycle and pedestrian bridge across TH 252 at Humboldt Avenue/81st Avenue in Brooklyn Park. TH 252 is a Principal Arterial highway carrying between 57,000 and 66,000 vehicles per day. At this intersection, TH 252 is configured as a four-lane expressway with a speed limit of 55 miles per hour, with 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).

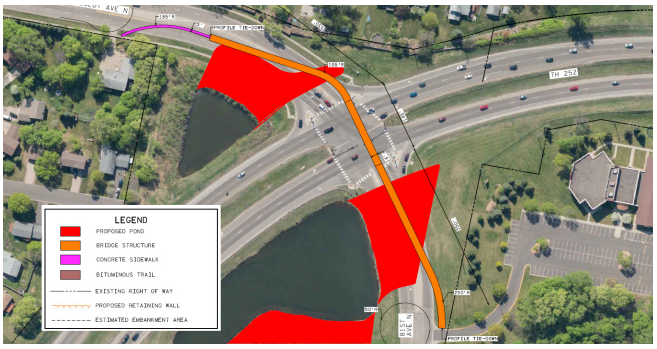
The City of Brooklyn Park would agree to operate and maintain the pedestrian bridge for the life of the project. Conceptual design drawings shown in this grant application are from the 2019 Hennepin County-led Environmental Assessment phase; final design would be incorporated in the MnDOT-led DEIS process.

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 location:



Conceptual Design:



Existing conditions:

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.

Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction

(Multi-Use Regional Trail)

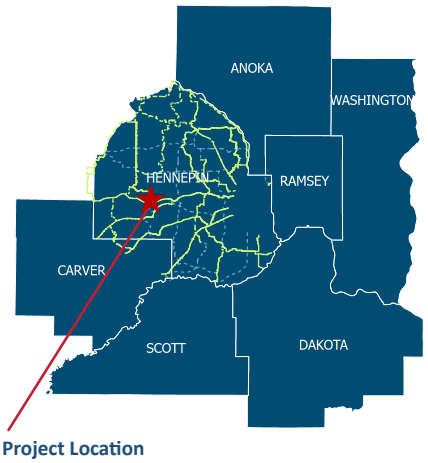
Project Summary

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 Location

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.

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 proximately to the project area.

Project Map

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.

Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth

(Multi-Use Regional Trail)

Project Summary

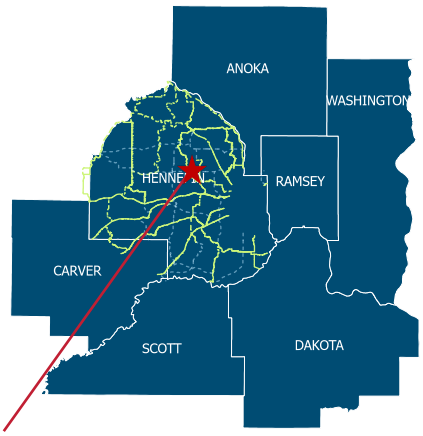
Applicant – Three Rivers Park District

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.



Project Location

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

Project Map

Desirable After Conditions:

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

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

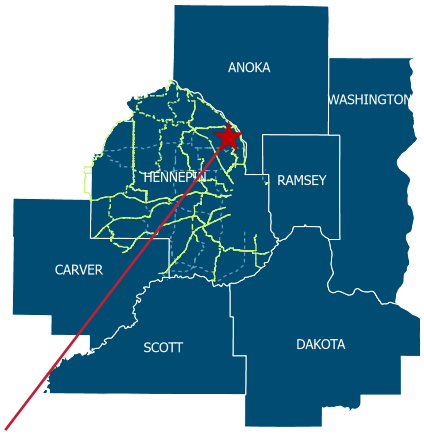
Project Summary

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

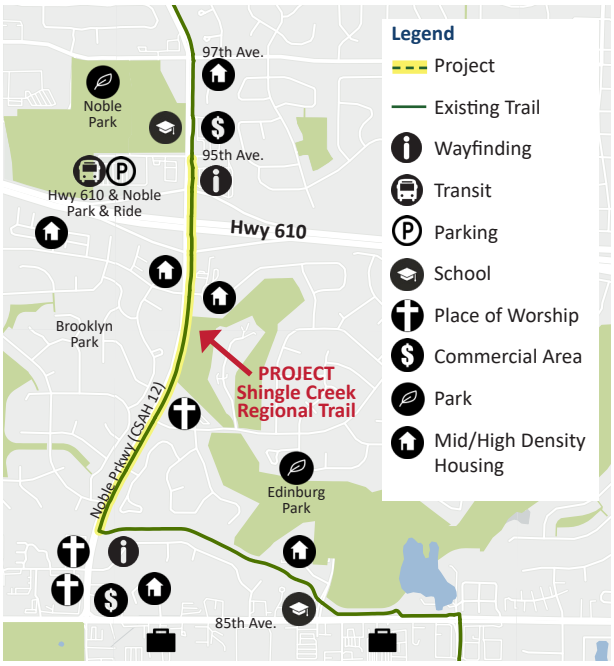
Project Description:
This project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk (constructed in 1997/97) with a multi-use bituminous regional trail along the east side of Noble Parkway between 95th Avenue North and 400 feet south of Prestwick Parkway across Hwy 610.



Project Location

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)

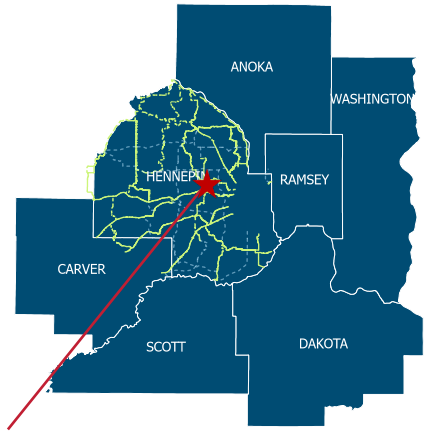
Project Summary

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

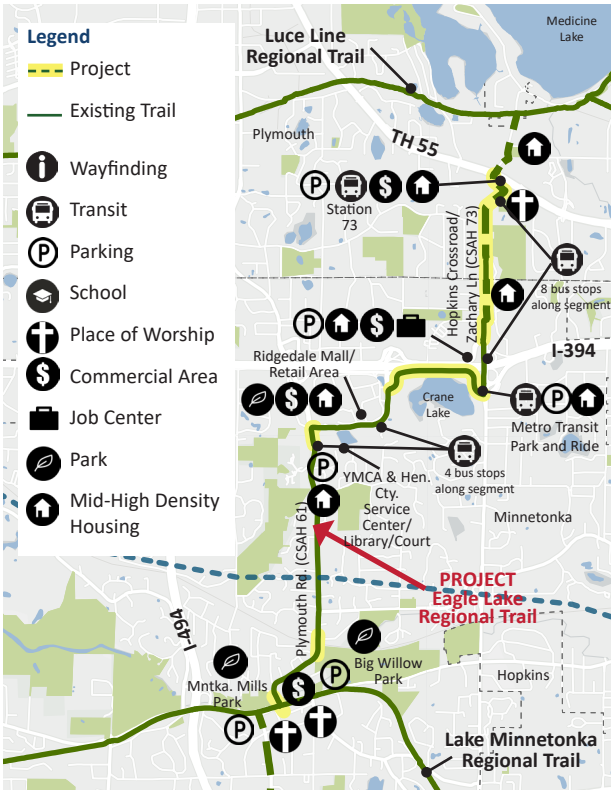
This regional trail, when fully complete, is projected to receive 355,000 visits per year (16%; 56,800 are anticipated to be transportation related).

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 livablity, supports active living and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects (when fully complete) to four existing regional trails, two regional parks, and destinations such as Medicine Lake, Ridgedale Mall/Retail Area, Hennepin County - Ridgedale Service Center/Library, Ridgedale YMCA, Big Willow Park, Minnetonka Mills Park, and the future Bryant Lake Regional Trail.



Project Map


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

Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation

(Multi-Use Regional Trail)

Project Summary

Applicant – Three Rivers Park District

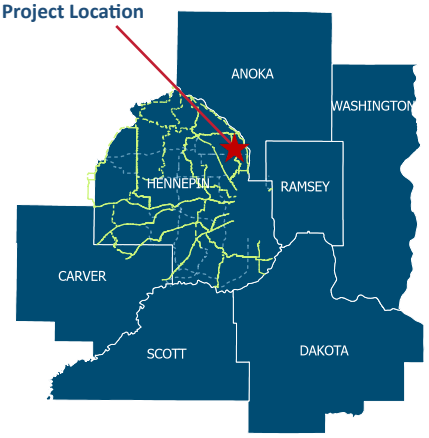
Project Location – Within Palmer Lake Park, Shingle Creek Parkway and Center Brook Golf Course/Lions Park in Brooklyn Center, Hennepin County

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.

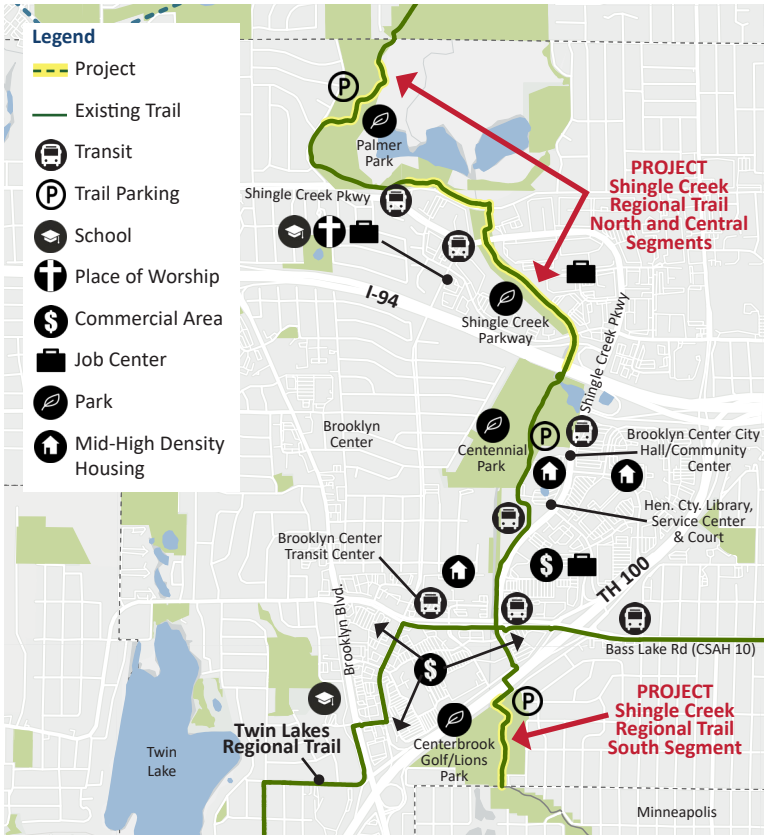
Use: Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail's annual use is attributed to transportation related purposes.

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 7with 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.

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

Project Map



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.

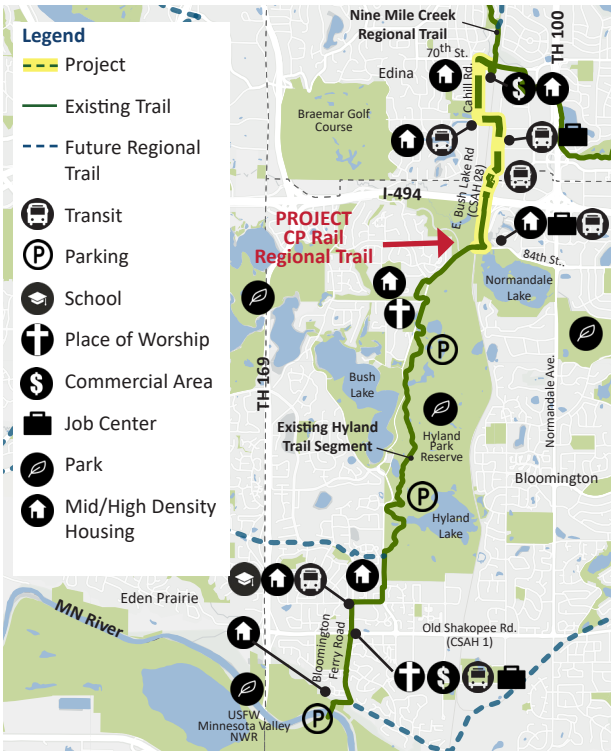
Project Location

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

Location: City of Carver and Louisville Township

Counties where project is located: Scott & Carver

Requested award amount: $5,500,000

PROJECT LOCATION MAP

0 0.23 0.45 0.9 Miles

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.

CARVER COUNTY

ThreeRivers PARK DISTRICT

Scott

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 Basset 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.

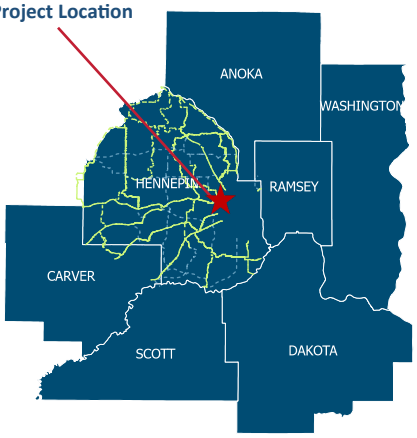
Proposed Project Elements:

- 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
- Parking
- School
- Place of Worship
- Commercial Area
- Job Center
- Park
- Mid/High Density Housing

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

Project Summary

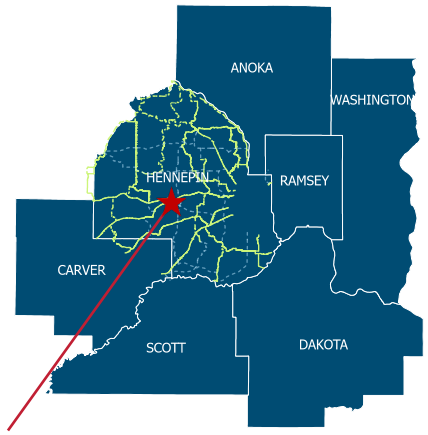
Applicant – Three Rivers Park District

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 liveablity, 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.

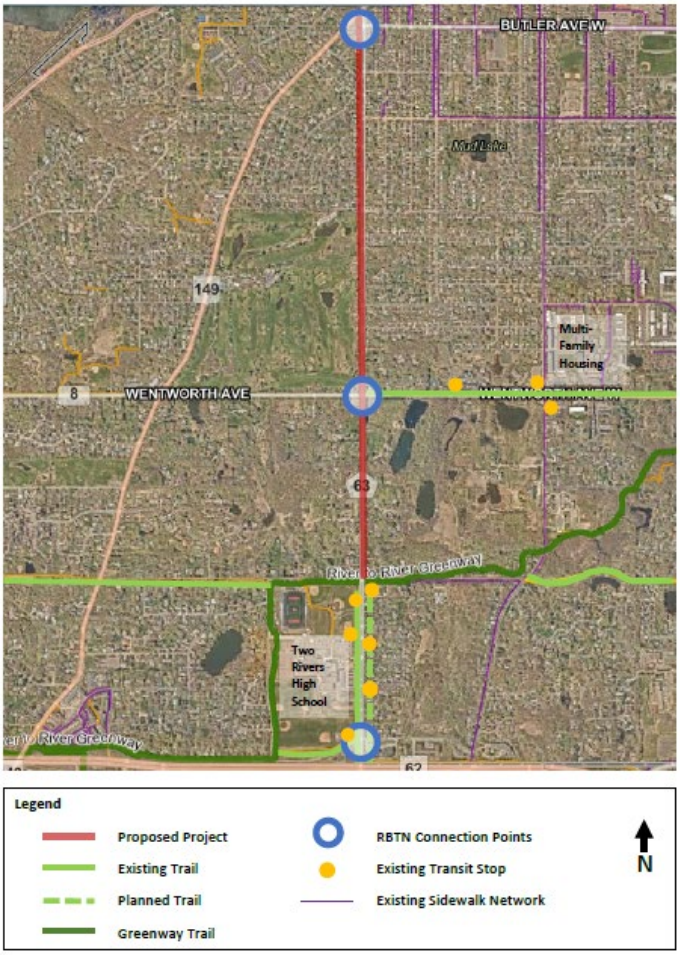
Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

DAKOTA COUNTY

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

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 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.

Project Location

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

Applicant and Contact:
Minneapolis Park and Recreation Board
Carrie Christensen,
Senior Planner
612-230-6540
cchristensen@minneapolisparks.org

City Where Project is Located:
Minneapolis

County Where Project is Located:
Hennepin

Requested Award Amount:
$2.56M

Total Project Cost:
$3.20M

PROJECT BENEFITS

The benefits of completing this project include:

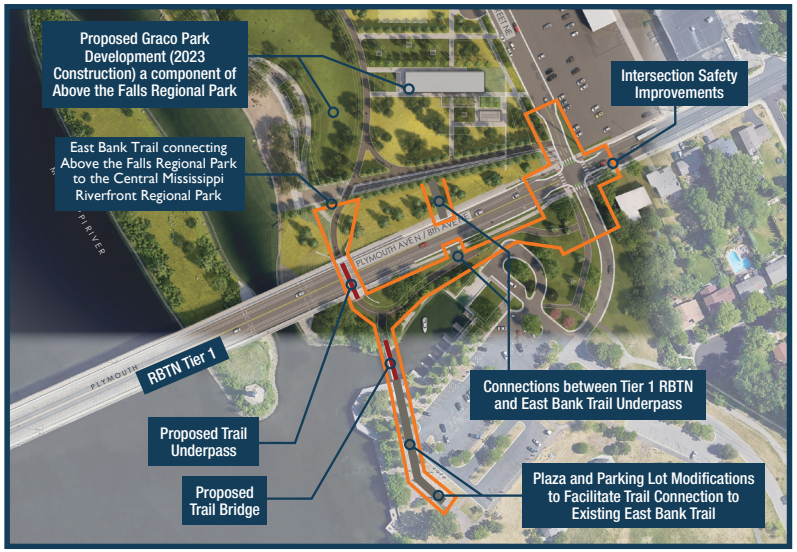
- Removal of the only at-grade arterial roadway crossing along the 4.6 mile East Bank Trail corridor
- Improved alignment of the East Bank Trail with better adjacency to the riverfront commensurate with the goals of the MPRB Above the Falls regional park system and the Mississippi National River and 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.

Minneapolis Park & Recreation Board

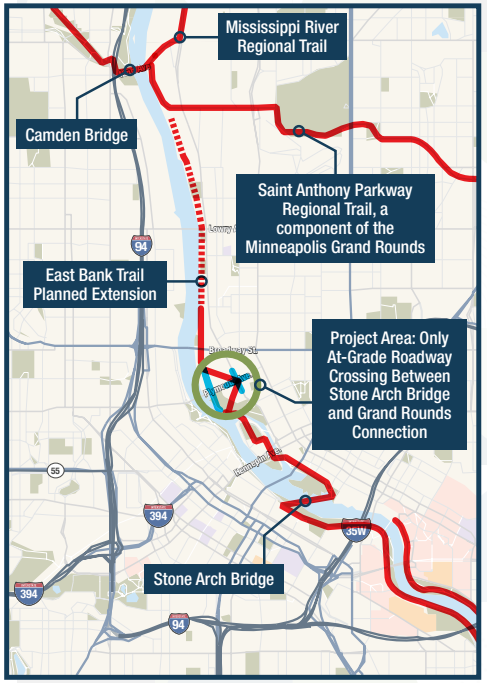
Project Overview

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

Project name: 73rd St Ped/Bike Bridge Modernization

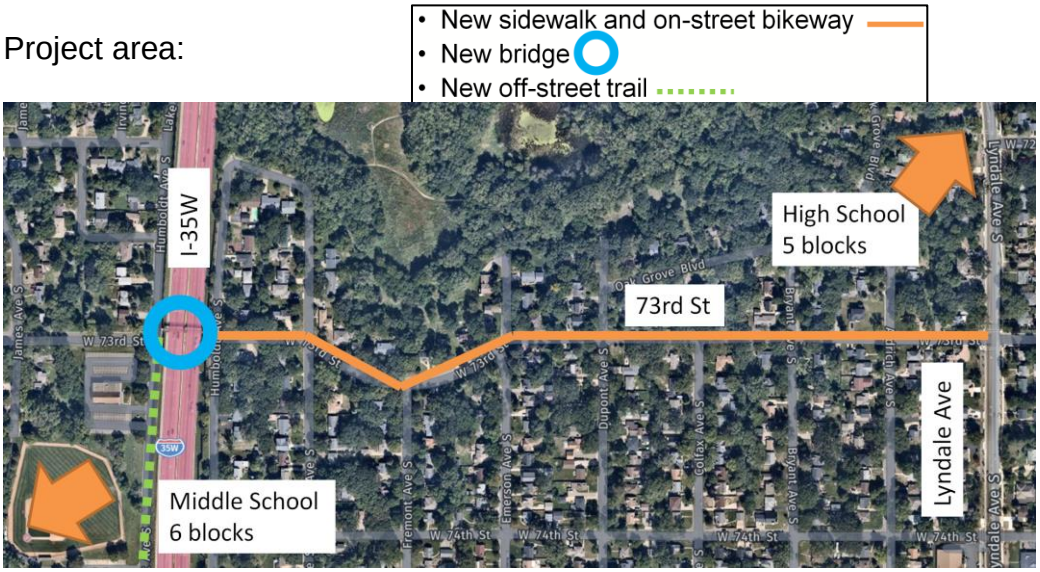
Applicant: City of Richfield
Project location: 73rd St from Lyndale Ave to E Humboldt Ave; W Humboldt Ave from 75th St to 73rd St
Total project cost: $9,200,000
Requested federal amount: $5,500,000
Local match: $3,700,000 (40% local match)

Project description:
The City of Richfield is proposing to replace the existing ADA non-compliant pedestrian bridge over I-35W at 73rd St and provide pedestrian and bicycle connections to the new bridge. The project includes a new accessible bridge with pedestrian-scale lighting, a sidewalk connection and on-street bikeway on 73rd St from Lyndale Ave to the bridge, and trail connections from the Nine Mile Creek Regional Trail and Donaldson Park to the bridge along W Humboldt Ave. The connection will serve students of the nearby middle and high schools, vocational and life skills school, transit users (including METRO Orange Line and future Lyndale/Johnson BRT), and resident's access to community resources.

Project benefits:

- New accessible bridge over major highway barrier
- Pedestrian and bike connections to bridge from Lyndale Ave and regional trail
- Boulevard space buffering pedestrians and bikes from vehicular traffic
- Easier and safer access to schools, transit, parks, and regional trail

Project area:



Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

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

A Unique Approach

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

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

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

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

Promotions & Outreach

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

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

Public Feedback

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

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

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

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

A contact email and phone number was also provide.

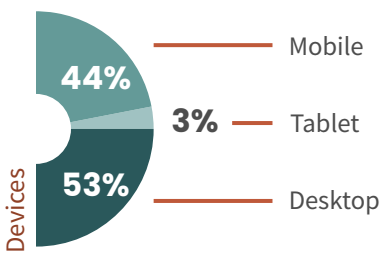
Website Performance: March 28 - April 8, 2022

312
Total Visitors

224
Total Visits*

* includes multiple visits by the same user

1m 11s
Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34

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

Project Summary

Applicant:	City of Plymouth
Project Location:	Station 73 Station Area (TH 55, South Shore Drive, 10th Avenue N, Old County Road 15)
Total Project Cost:	$9,494,800
Requested Federal Dollars:	$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.

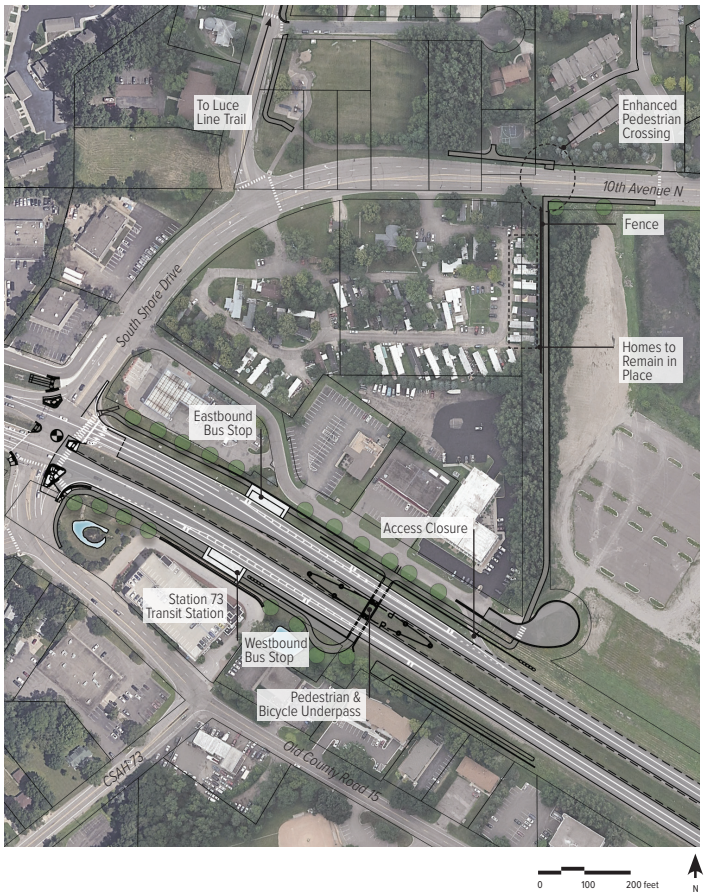
Proposed project elements include:

- 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

Minneapolis
City of Lakes

2nd Street North Bikeway

Project Description

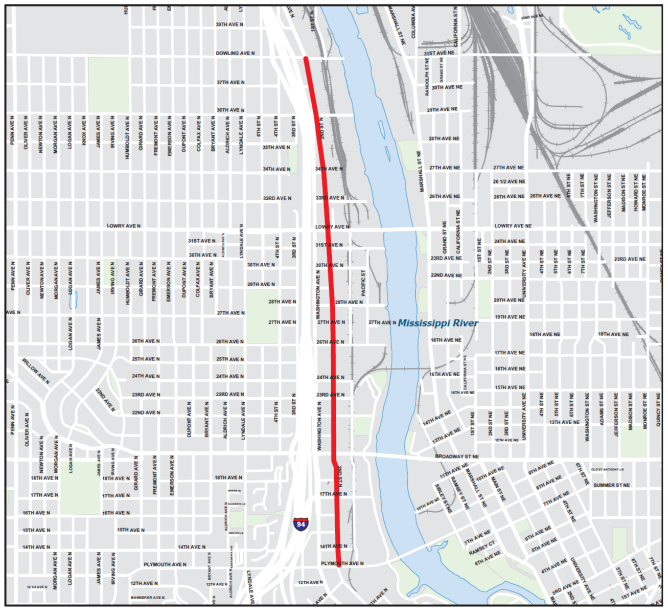
The project will construct a bidirectional curb-separated bikeway on 2nd Street N between Plymouth Ave N and Dowling Ave N. The protected bikeway will replace the existing on-street unprotected bike lanes on 2nd Street N. The existing on-street bicycle lanes provide inadequate protection because they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

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

Existing Conditions

Project Map

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



Proposed Bikeway Project

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 accomodations, please contact:
Luke Hanson with Minneapolis Public Works Department at 612-673-6175 or 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. 7th to John Ireland)

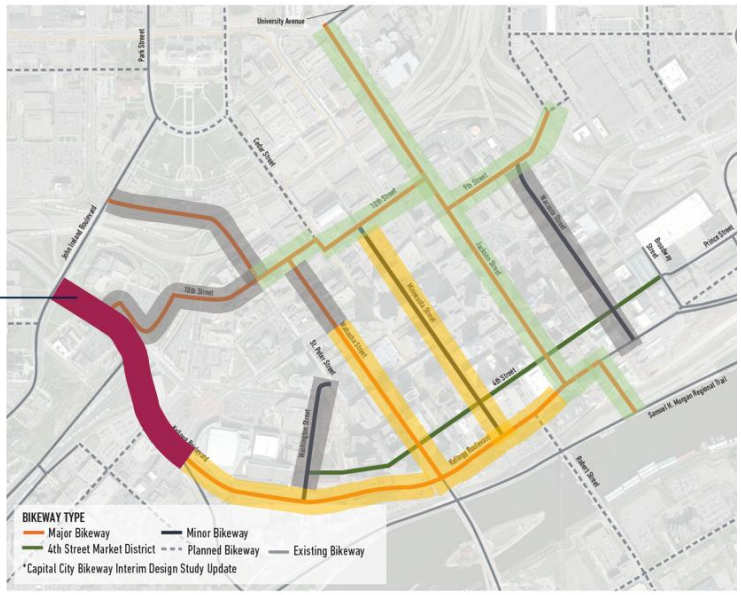
Applicant: City of Saint Paul

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

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

Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- **Phase 3 Kellogg Blvd (W. 7th 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.

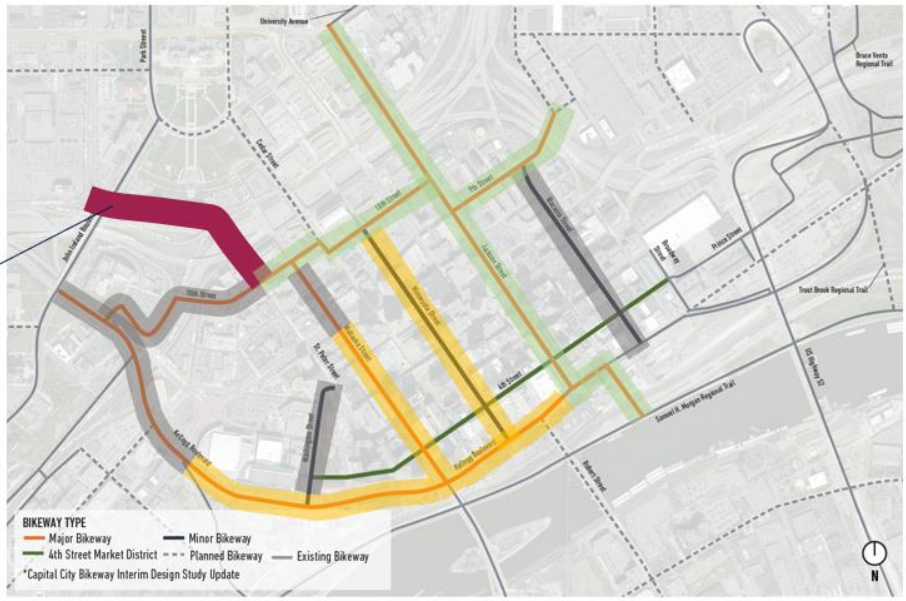
Capital City Bikeway Buildout: Saint Peter St (10th St to Rice Street)

aka "The Capital Connection"

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

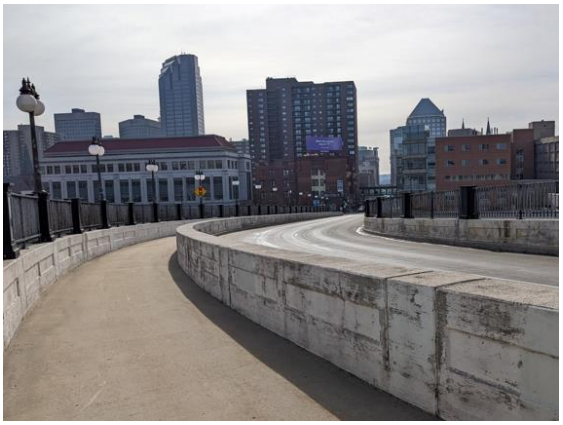
Project Location & Capital City Bikeway Implementation

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



Existing Conditions:

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



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

Applicant: Carver County

Project Location: Ravine Trail between West 82nd Street and Pioneer Trail

Total Project Cost: $5,717,300

Requested Federal Dollars: $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.

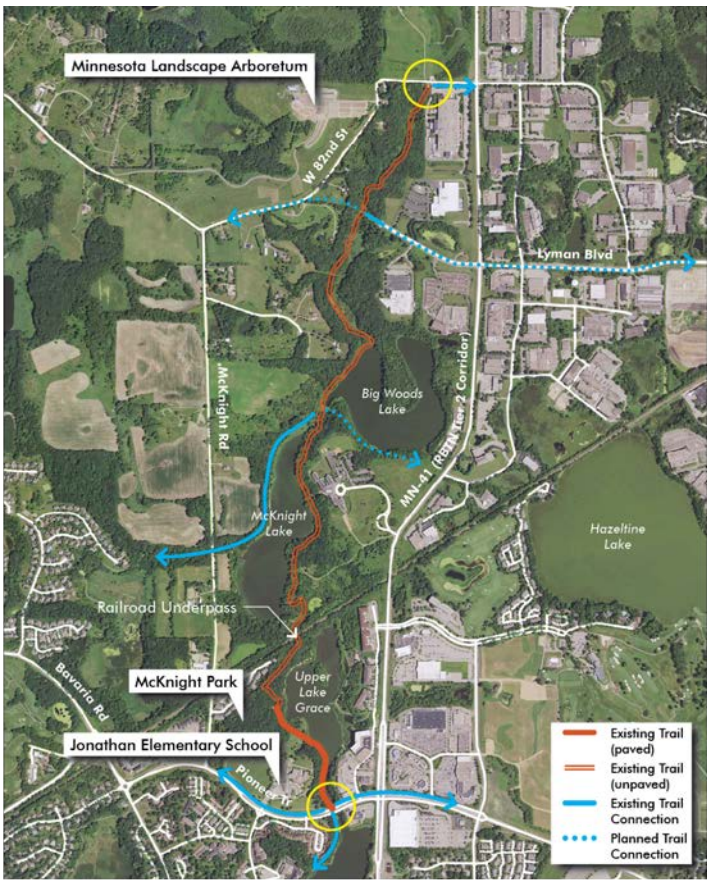
Proposed project elements include:

- 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

0 1/8 1/4 1/2 MILE N

Existing conditions:

Unpaved trail segment

Informal existing railroad crossing

Normandale Boulevard Multiuse Trail
Project Summary

Applicant: City of Bloomington

Project Location: Normandale Boulevard between Old Shakopee Road and 94th Street

Total Project Cost: $5,689,021

Requested Federal Dollars: $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

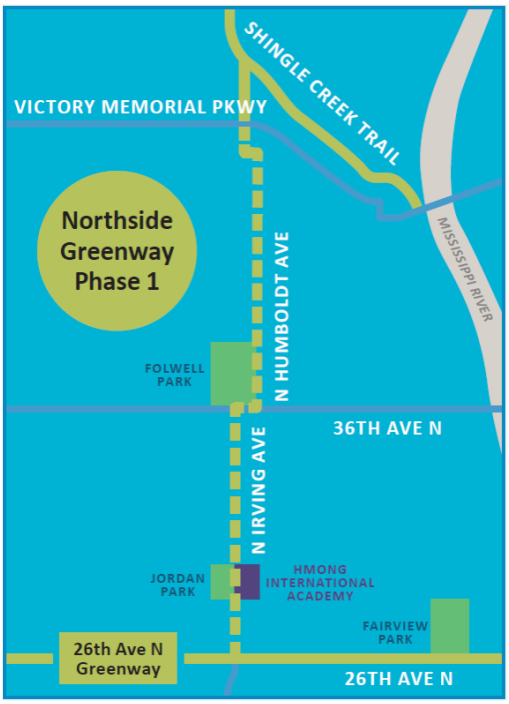
Project location:

Existing conditions:

CITY OF MINNEAPOLIS – NORTHSIDE GREENWAY PHASE 1

Project Description

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



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

Project History

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

Rendering of "Half Greenway" option for Northside Greenway.

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 185th Street/CSAH 60 and Judicial Rd. The greenway travels over I-35 via an existing bridge on 195th 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 195th 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, Casperson 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:

Existing Conditions in Ritter Farm Park:

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:

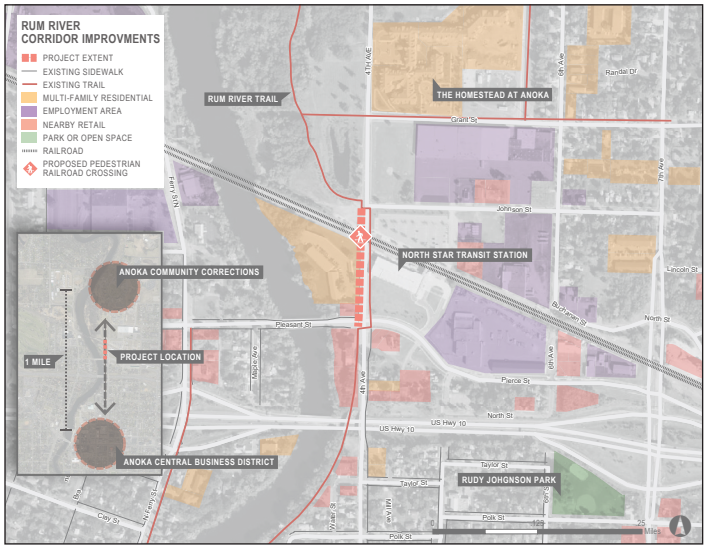
- Located on an RBTN Tier 2 alignment
- Connection to RBTN Tier 2 corridor on south end
- Direct connections to Sunset Pond Park, Westview Park, and Howell Park
- Connection to County Road 42, large employers, Kelleher Park, and existing Lake Marion Greenway segment
- Connection to Rudy Kraemer Nature 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 Johson 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 Transportion 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

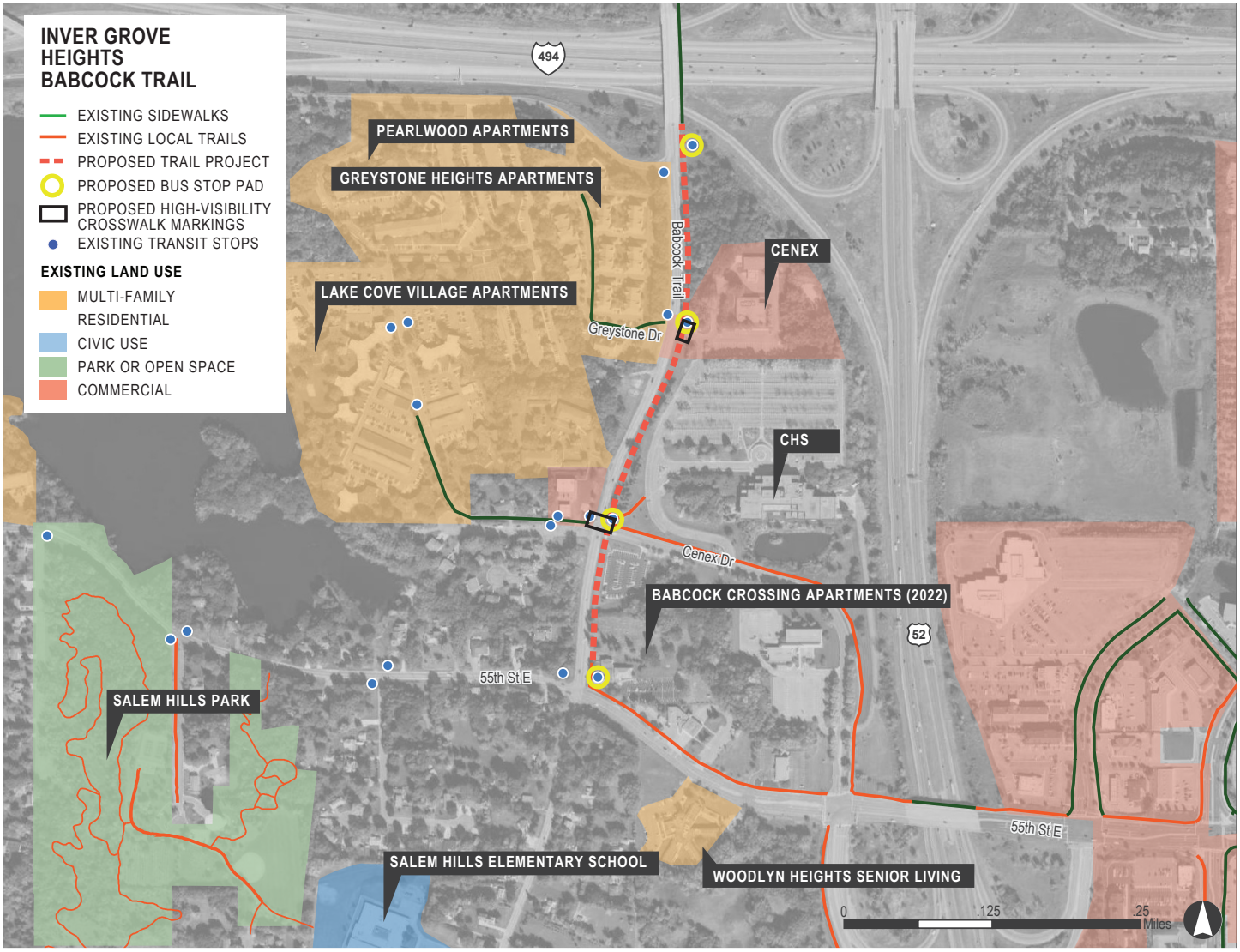
PROJECT DESCRIPTION

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 Location: Inver Grove Heights	
Requested Award Amount:	$419,040
Total Project Cost:	$523,800

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.*



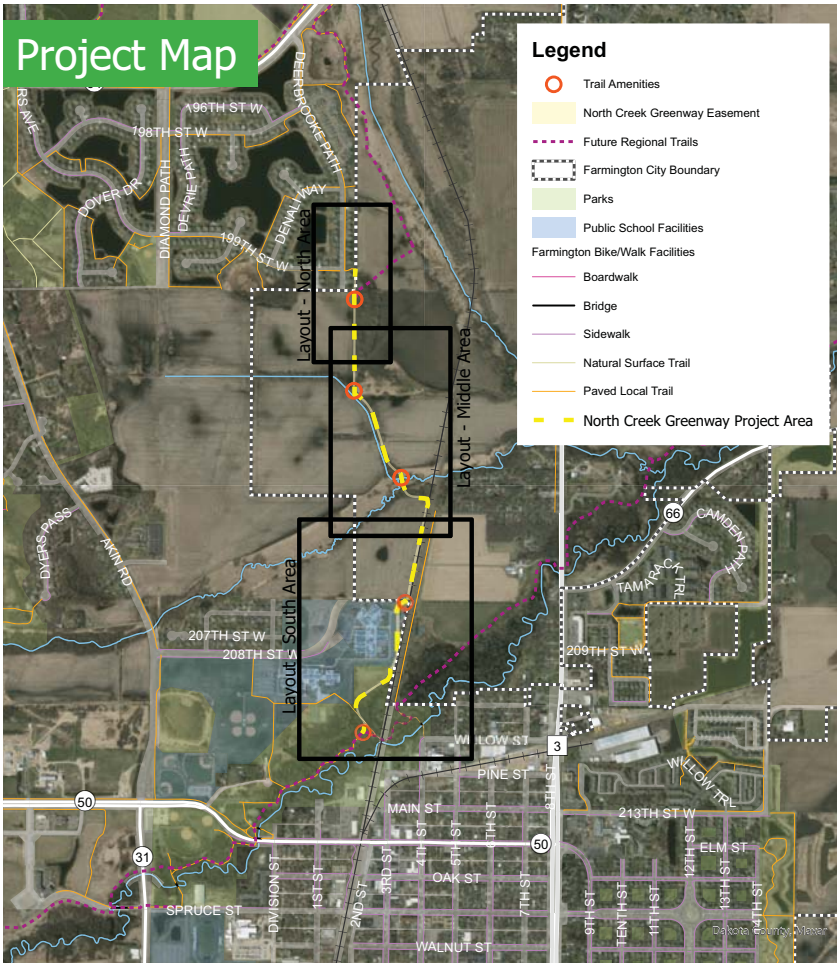
Project Area

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 Area

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 interpretaton will enhance the user experience.*

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 109th Ave. Construction (South Segment) *(Multi-Use Regional Trail)*

Project Summary

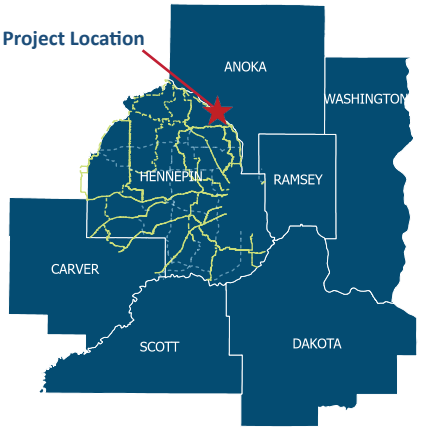
Applicant – Three Rivers Park District

Project Location – Between the Douglas Ave. N and 109th 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:

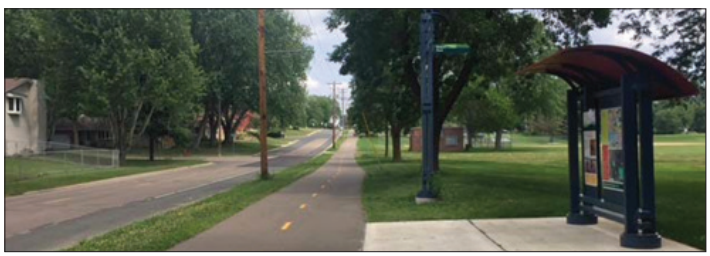
- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to Rebecca Park Trail (CSAH 50) that receives 3,400 annual average daily traffic (AADT) south of TH 55 and 2,550 AADT north of TH 55.
- A safe bicycle and pedestrian crossing 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:

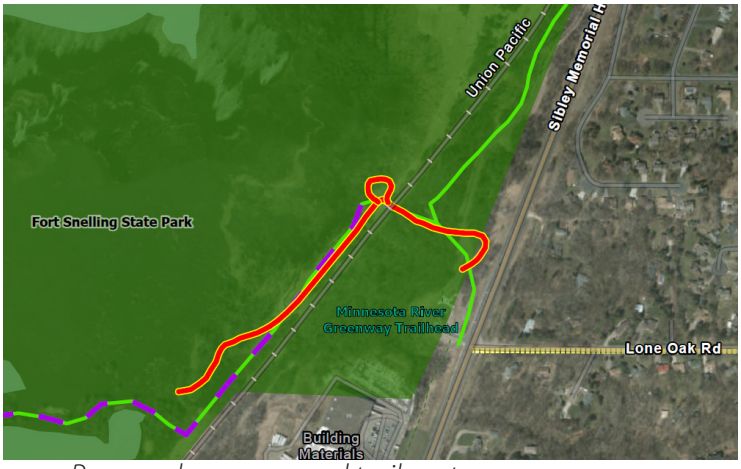


Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

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.

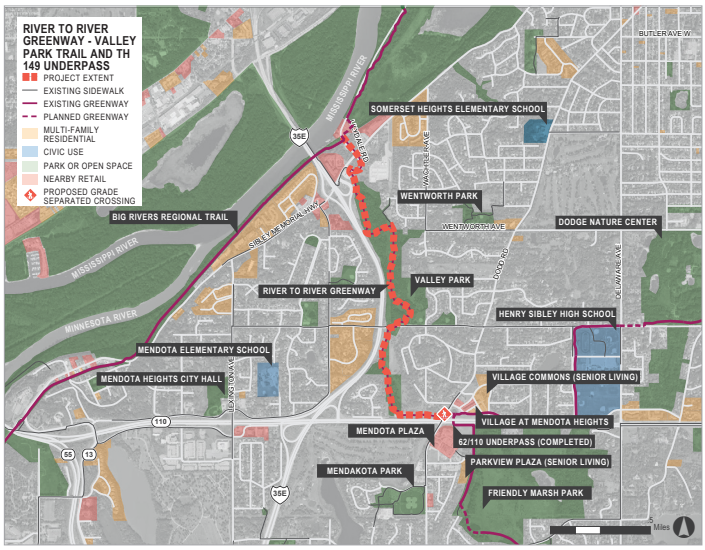
Project Location:	Eagan
Requested Award Amount:	$3,777,940
Total Project Cost:	$4,722,425

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*

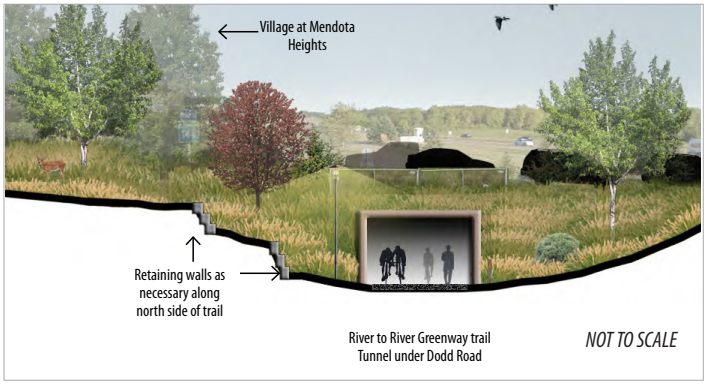
Minnesota River Greenway Regional Trail Concept Plan

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

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*

Dodd Road Underpass Concept - looking north

Lebanon Greenway TH 149 Trail
DAKOTA COUNTY

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

PROJECT BENEFITS

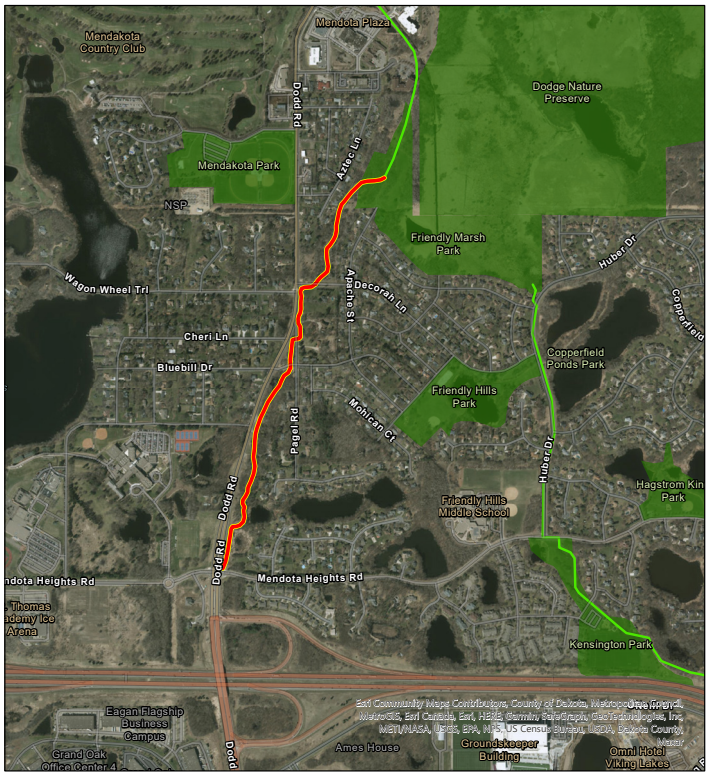
- *Fills a 1.4 mile trail gap in the Mendota - Lebanon Greenway Regional Trail*
- *Provides a necessary connection in a Tier 1, Priority RBTN Corridor that connects several communities within the area*
- *Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and 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



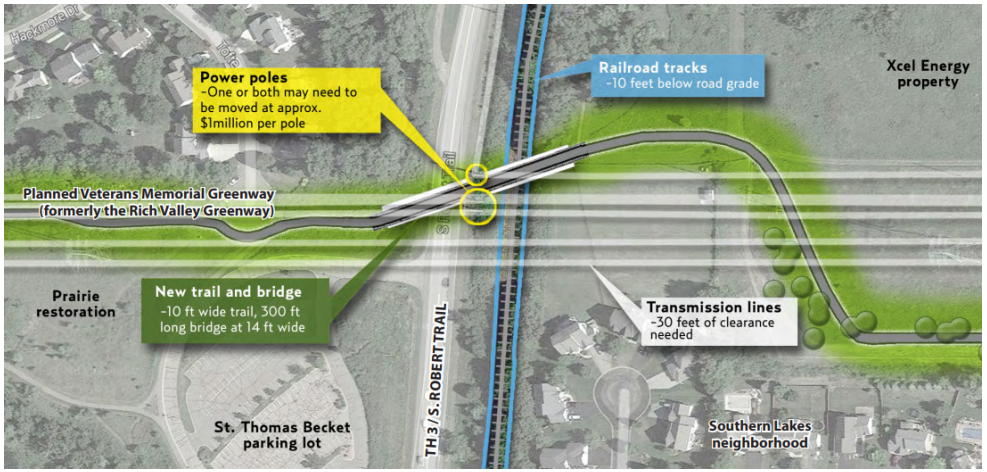
Veterans Memorial Regional Greenway — Trail & Bridge

DAKOTA COUNTY

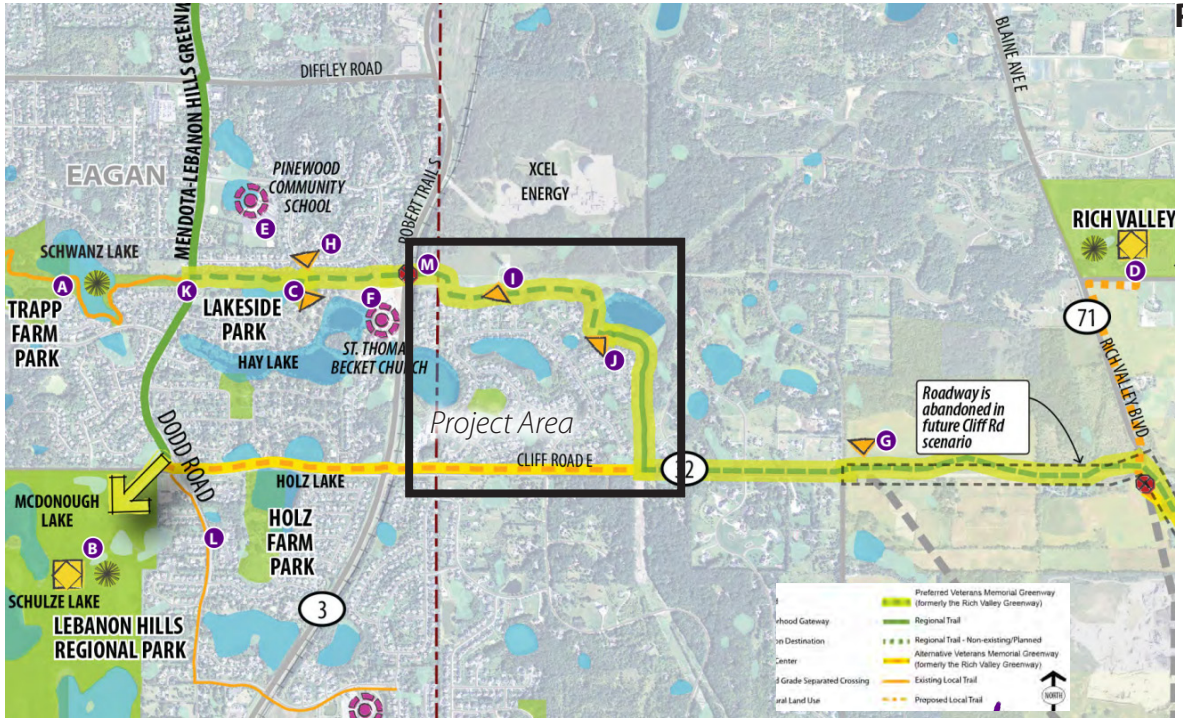
PROJECT DESCRIPTION

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

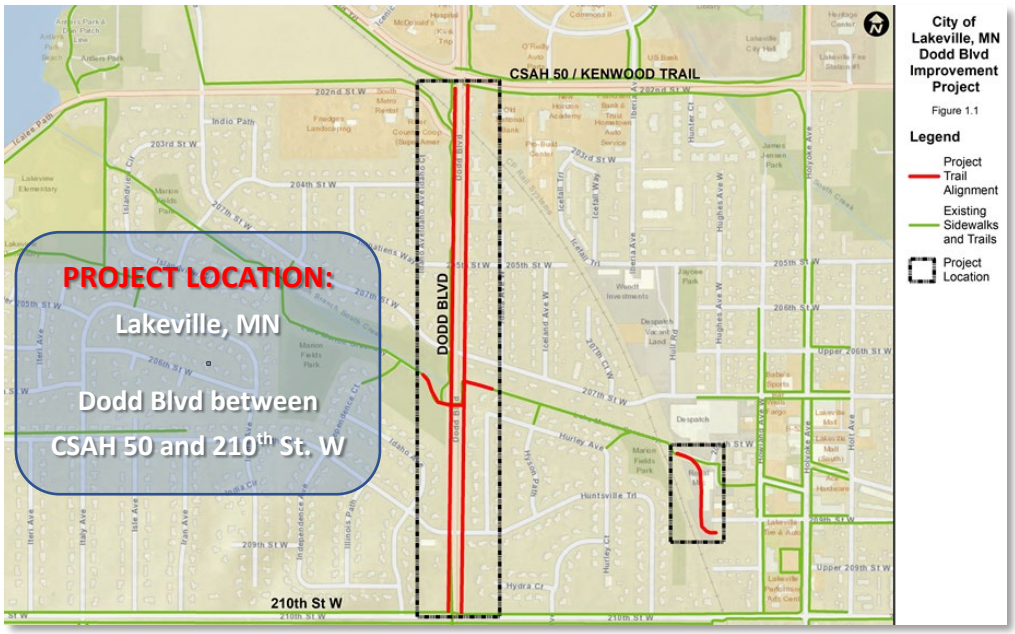
PROJECT BENEFITS

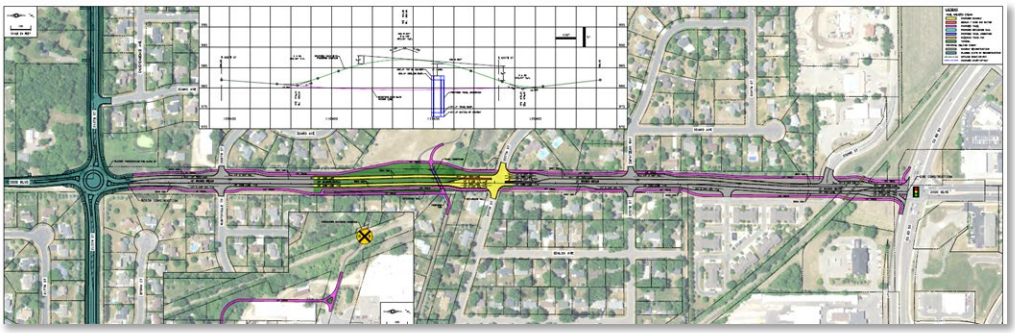
- *Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the Progressive Railroad*
- *Completes an east/west regional trail segment between Eagan and Inver Grove Heights*
- *Provides a safe, off-street trail and grade-separated crossing away from busy roadways including TH 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).

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

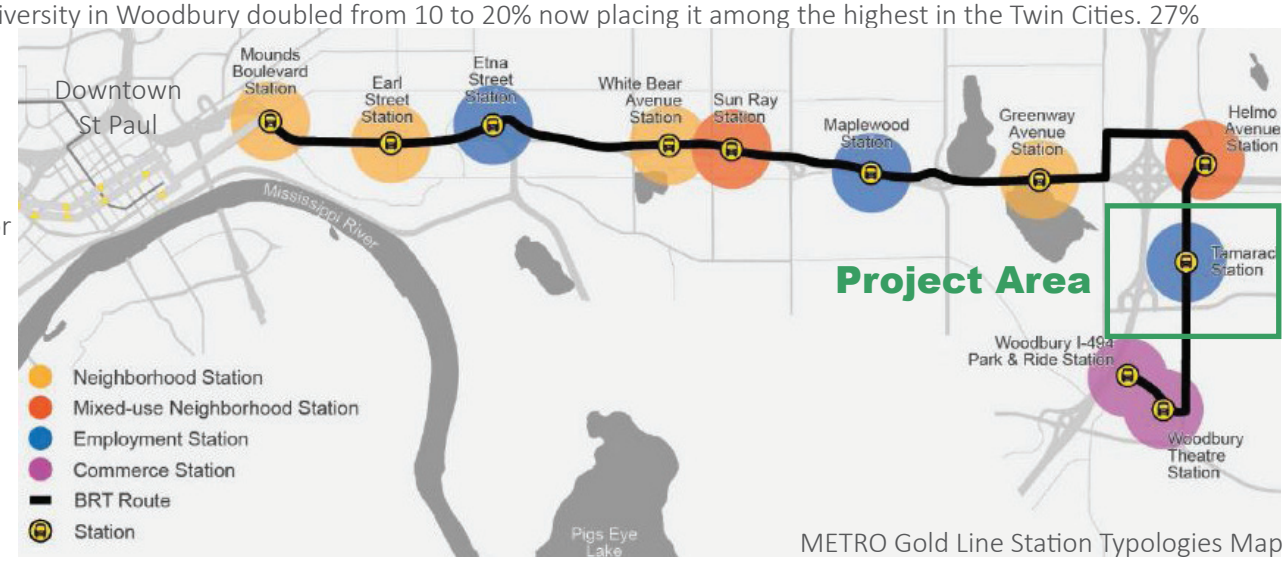
The City of Woodbury is requesting Regional Solicitation Funds to fill a significant trail gap along the north side of Tamarack Road between Bielenberg Drive and Radio Drive. This trail link will fill the last significant gap in a system connecting large residential neighborhoods and the city's core 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.



METRO Gold Line Station Typologies Map

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)

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:

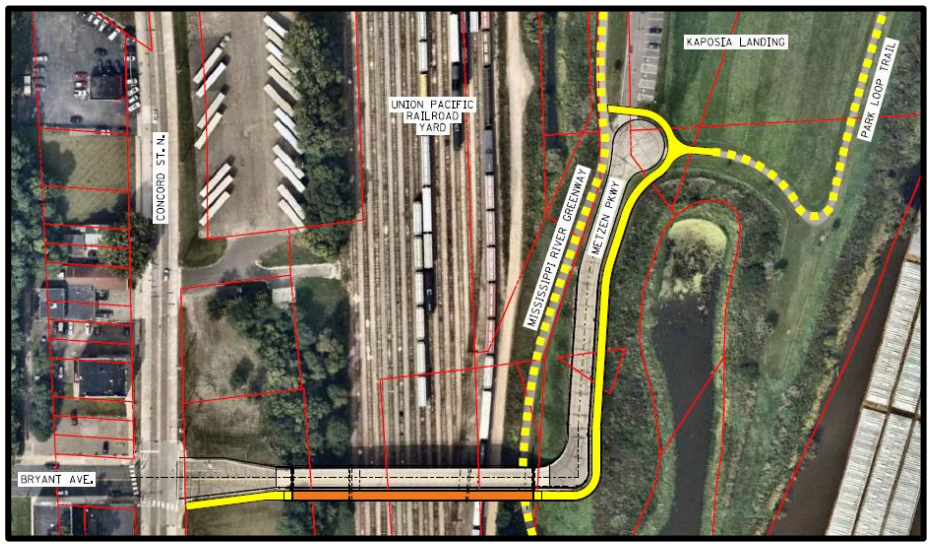
- Connects to a Tier 1 Regional Bicycle Trail Network Alignment – the Mississippi River Greenway Trail
- Prioritized in the Dakota County Pedestrian and Bicycle Study and the South St. Paul Bicycle and Pedestrian Plan.
- Previously awarded a Statewide Health Improvement Partnership (SHIP) grant.

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

Washington County

Rosemount CSAH 42 Trail

DAKOTA COUNTY

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

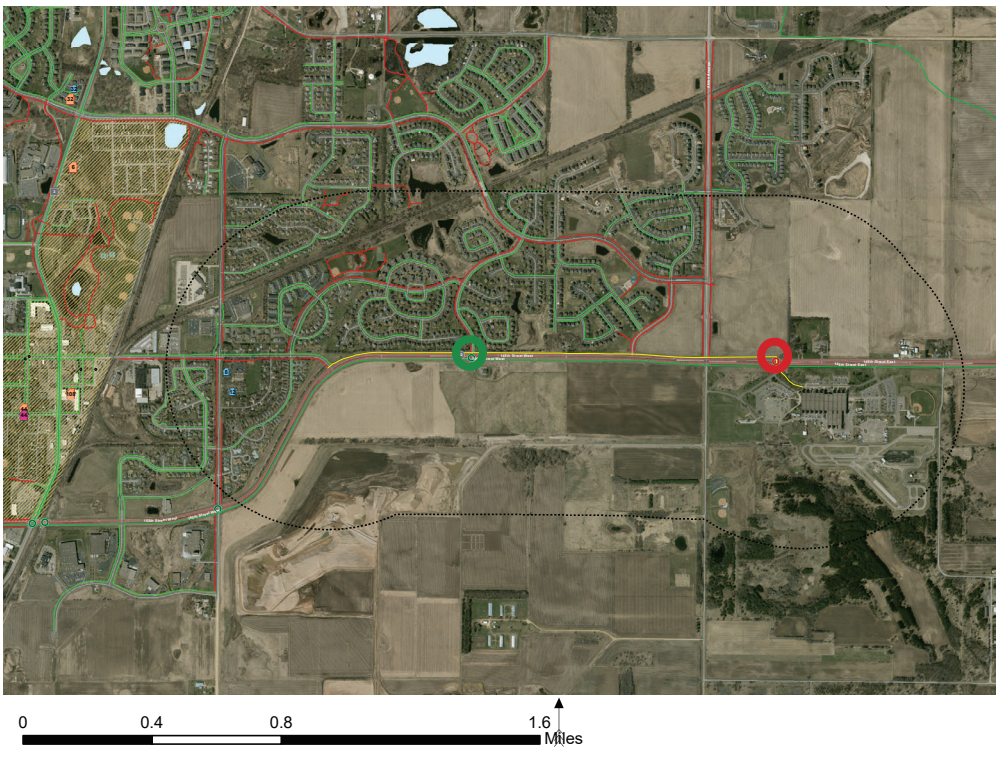
PROJECT DESCRIPTION

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 HighlandsGreenway.*
- *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).*



Project Name: 40th 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 40th Street bridge over I-694. The existing 40th 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 40th 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 40th Street, including this bridge, is improved.

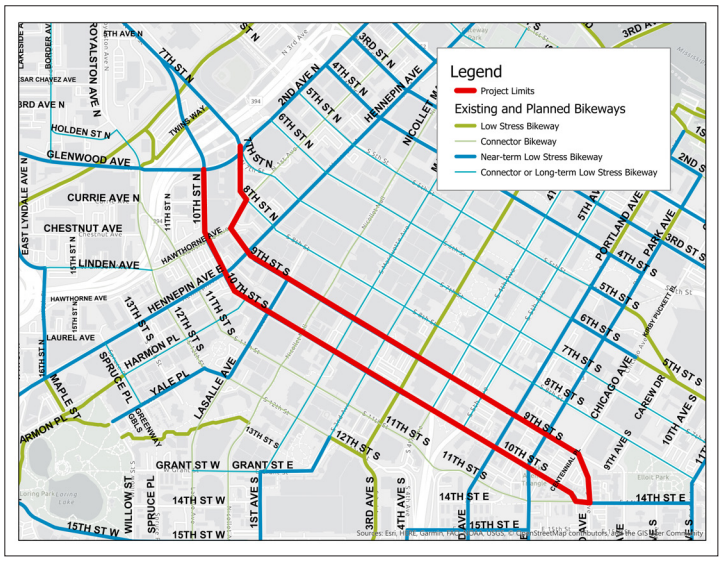
9th St S & 10th St S Bikeways

Minneapolis
City of Lakes

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 1,127985 for a total project cost of $5,639,927.

Project Area



Project Goals

The goals of this project include:

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

Project Description

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

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

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

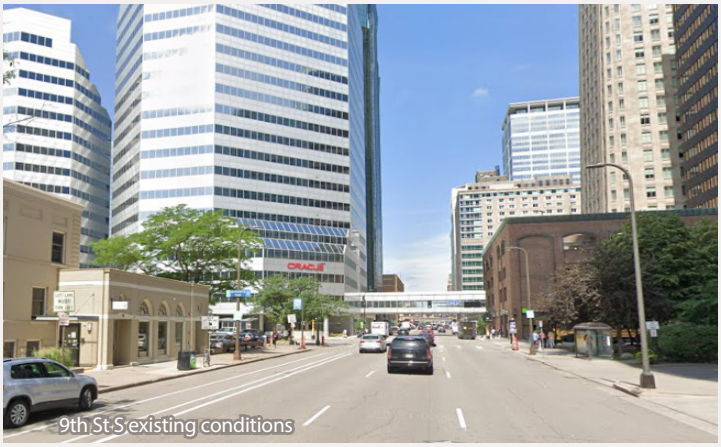
Project Contact

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

Average Number of Daily Users

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

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



9th St S existing conditions

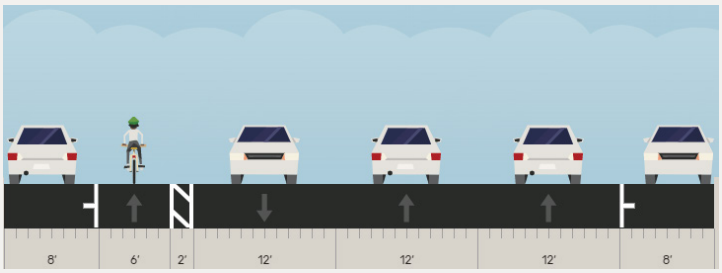
Reported Crashes - High Injury Corridor

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

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

Source: MnDOT (2012-2022)

Typical Existing Conditions



56'-64'

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

2022 REGIONAL SOLICITATION

Pedestrian Facilities Project Submittals

CSAH 23 (Marshall St NE) Pedestrian Project

Attachment 1| Project Narrative

HENNEPIN COUNTY
MINNESOTA

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

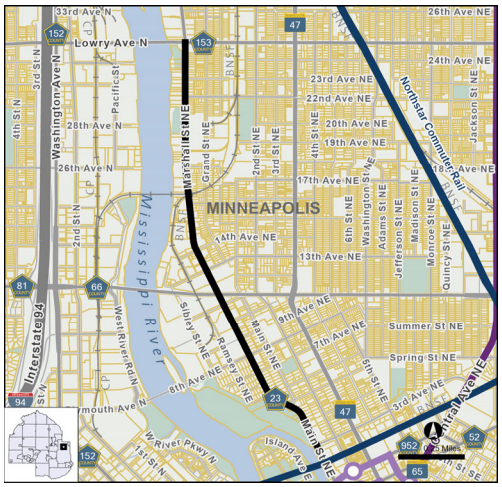
The existing sidewalk facilities along Marshall Street NE (CSAH 23) were originally constructed in 1959 and are showing signs of deterioration. The curb has settled, diminishing its ability to collect storm water and define the roadway edge. Also, minimal pedestrian crossing enhancements (such as curb 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 Missisippi River as well as the numerious businesses located throughout Northeast Minneapolis.

Project Risks & Uncertainities

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
Total Project Budget:	**$**	**2,280,000**

Funding Notes

42nd 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 42nd Street E in Minneapolis: 42nd Street at Stevens Avenue, 3rd Avenue South, 4th Avenue South, 10th Avenue South, 15th Avenue South, and Bloomington Avenue. 42nd 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

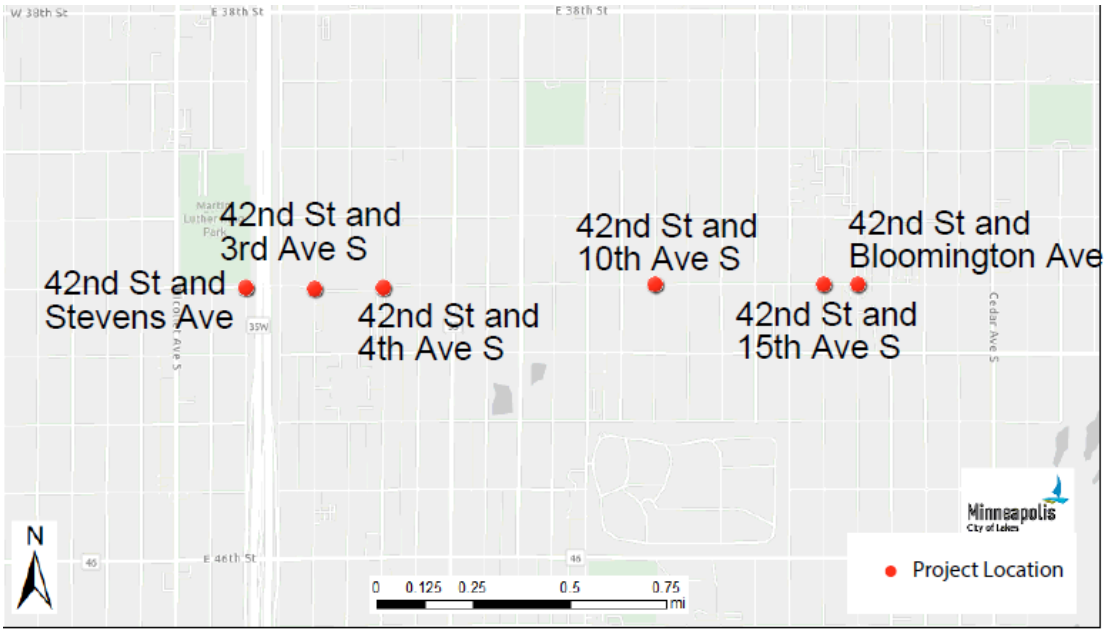
The project includes ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, signal upgrades at the Bloomington Avenue intersection, and coordinated bicycle and traffic safety improvements.

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 42nd Street and 4th 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

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 3 (Lake St) Pedestrian Project

City(ies)
Minneapolis

Commisioner District(s)
3 4

Capital Project Number
2193300

Project Category
Pedestrian

Scoping Manager
Emily Buell

Scoping Form Revision Dates
4/7/2022

Project Summary

Pedestrian improvements at varoius 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 pepole walking.

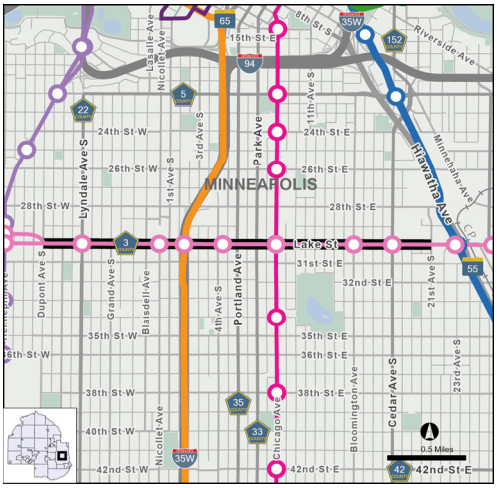
Project Description and Benefits

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 & Uncertainities

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 Map



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
Total Project Budget:	**$**	**5,280,000**

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

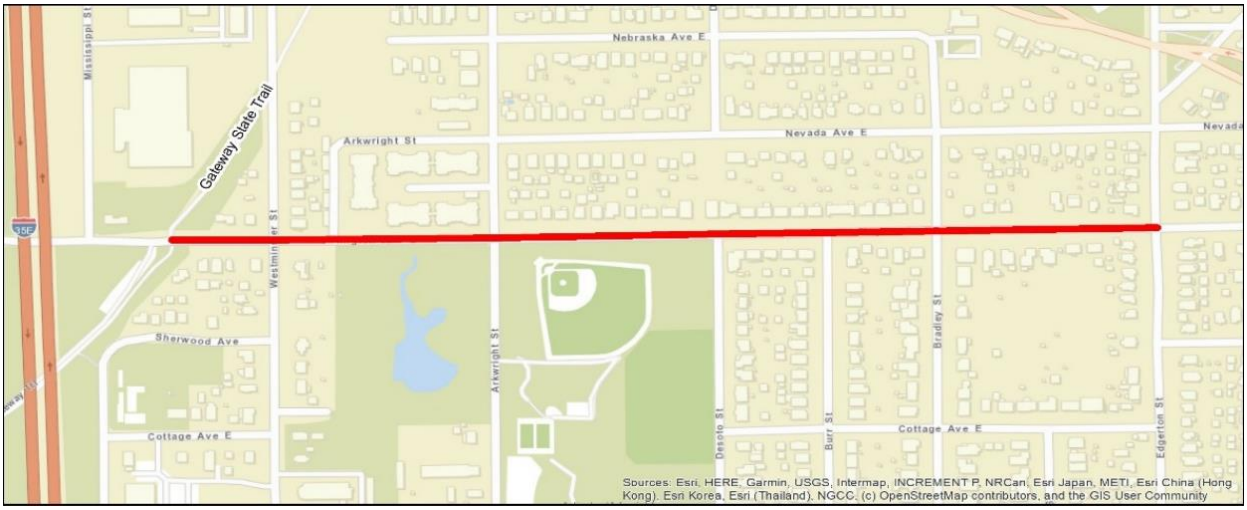
Applicant: City of Saint Paul

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

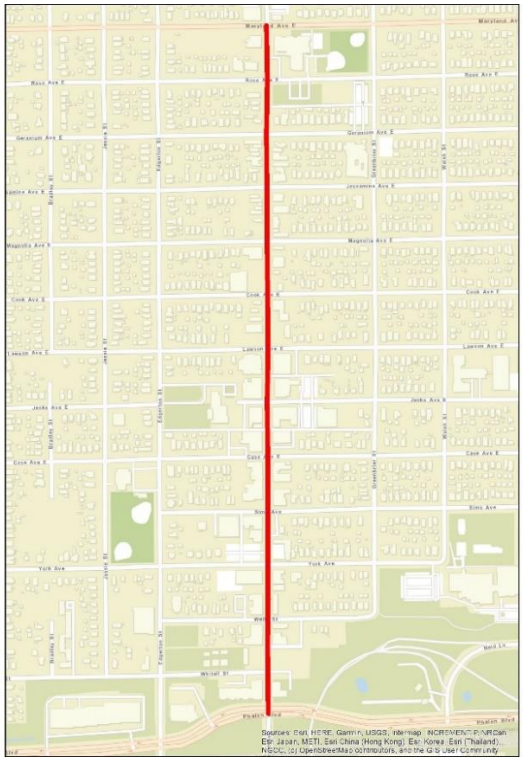
Applicant: City of Saint Paul

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.

CITY OF VICTORIA
VICTORIA, MINNESOTA

78TH STREET PEDESTRIAN BRIDGE

Project Name: 78th 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 78th 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

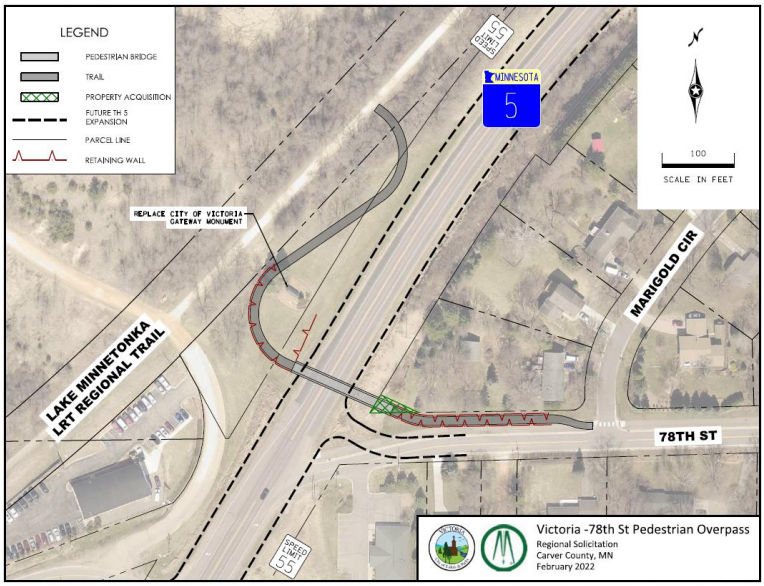
2023 Award → 2023-26 Design* → 2024-27 Construction

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

DEPARTMENT OF TRANSPORTATION
CARVER COUNTY
LANDSCAPE ARBORETUM

Project Description
The City of Victoria is seeking funding to construct a pedestrian overpass across Highway 5 at 78th Street. The bridge will provide a 12' wide paved and ADA accessible connection between 78th 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 78th 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.

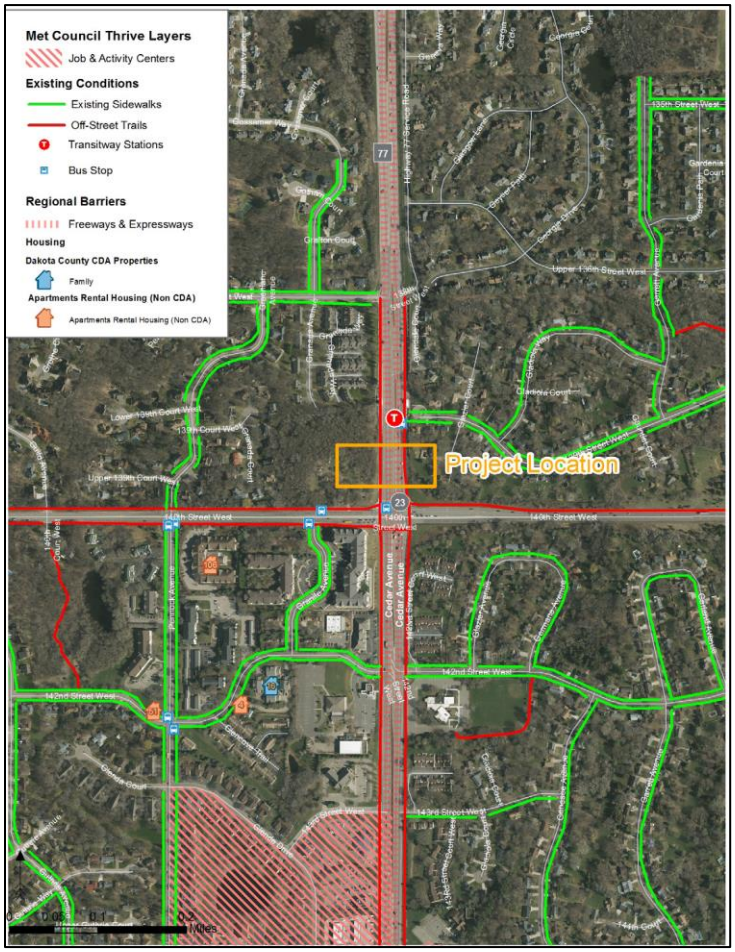


Project Development and Status
The proposed project is part of the larger Arboretum Area Transportation Plan, a multi-city and multi-corridor study aimed at identifying and developing transportation improvements that address traffic management, safety, and project phasing. Four open houses, engaging 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 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

Washington County

1st Avenue North Pedestrian Improvements

Washington Avenue to 8th Street

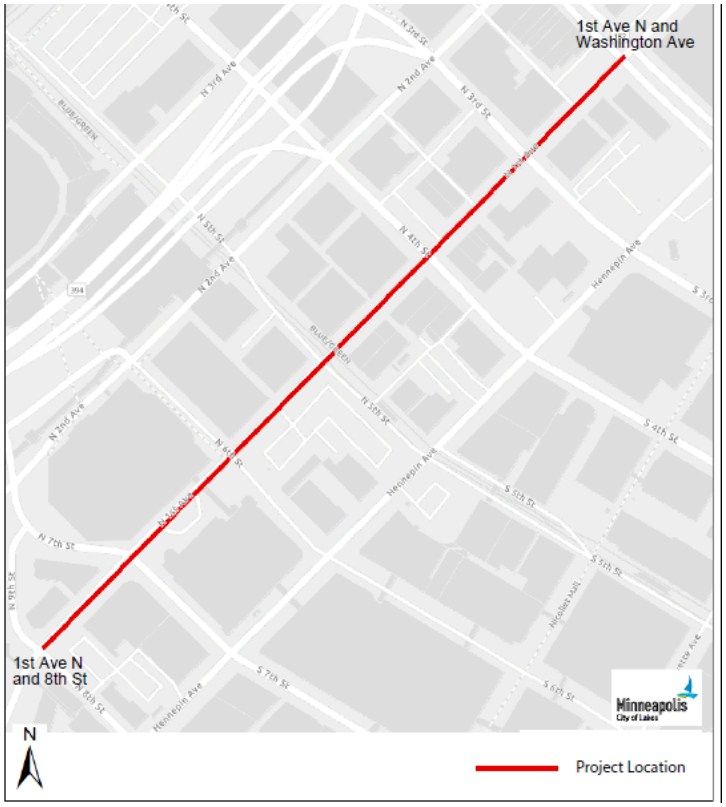
Minneapolis
City of Lakes

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 pedstrian 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.

Project Costs: $12,683,100; Grant Request: $2,000,000

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 15th Street, Park Avenue and 14th Street, 11th Avenue South and 15th Street, and 11th Avenue South and 17th 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

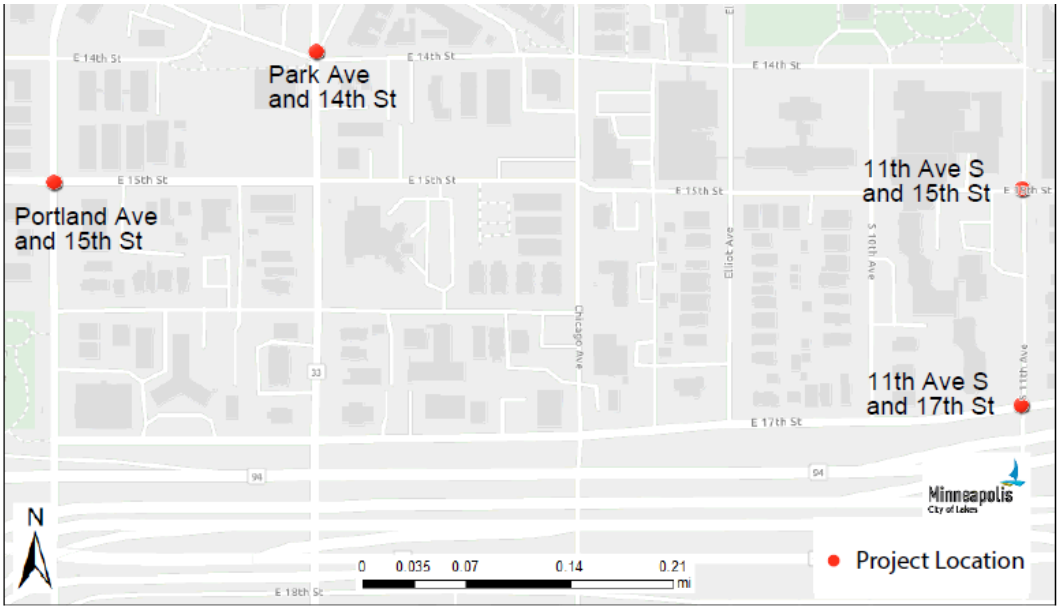
The project includes signal upgrades, ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, and coordinated bicycle and traffic safety improvements.

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 15th Street, which had 89 crashes from 2012-2021, including 4 pedestrian injuries.

Project Location



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

RAMSEY COUNTY
Public Works

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

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

RAMSEY COUNTY
Working with you to enhance our quality of life

N
0 100 200 400 Feet

Project Limits
Ex. Trail to Hwy 96
Ex. Sidewalk to I-35E

Aerial Photography: April, 2020
Map Produced: 3/14/2022 By Ramsey County Public Works

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

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 remps 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

Minneapolis
City of Lakes

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

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

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.

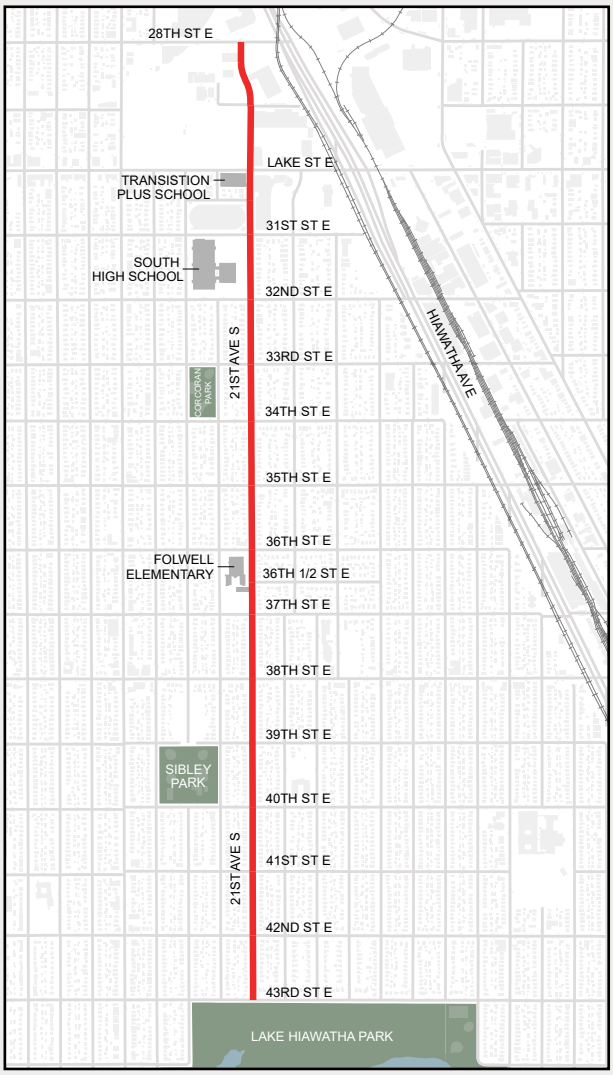
Requested Federal Amount: *$1,000,000*

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

Contact

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

Project Area



Project Location

N

Existing Conditions on 21st Avenue South

Whittier Safe Routes to School Project

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

Minneapolis
City of Lakes

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 Stat 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

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

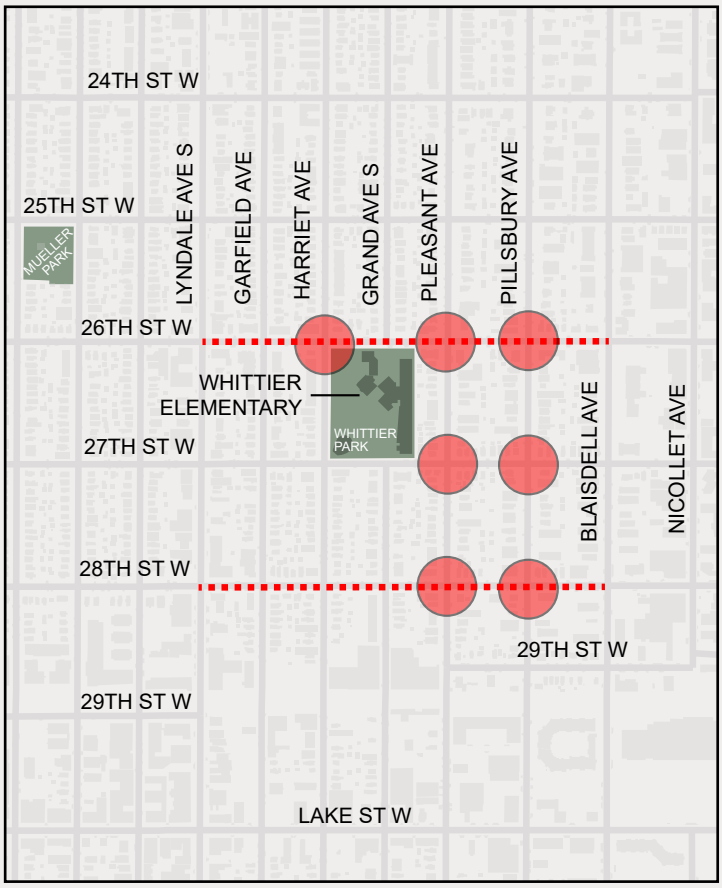
Requested Federal Amount: *$1,000,000*

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

Contact

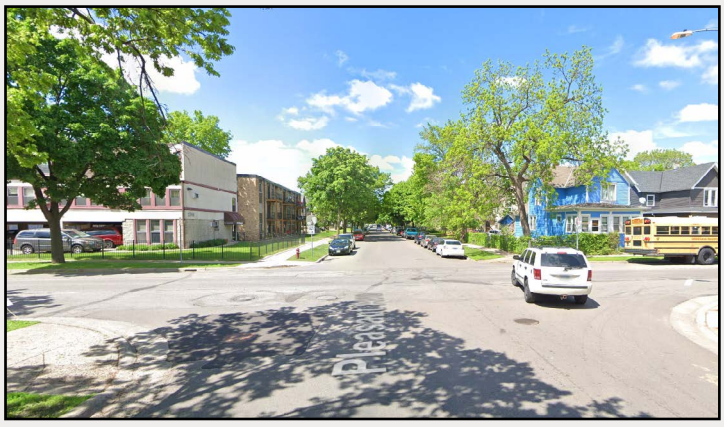
Amy Barnstorff, *Transportation Planner*
Transportation Planning and Programming - Public Works
City of Minneapolis
612-673-2129 | amy.barnstorf@minneapolismn.gov

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.

Project area:

Valley View Schools Area SRTS Improvements
Project Summary

Applicant:	City of Bloomington
Project Location:	E 88th Street between CSAH 52-Nicollet Avenue and CSAH 35-Portland Avenue
Total Project Cost:	$498,040
Requested Federal Dollars:	$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.

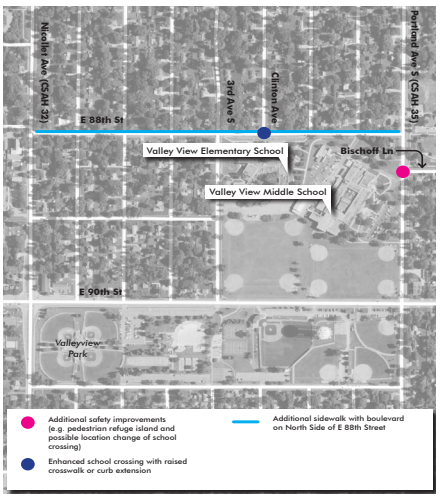
The proposed project includes the following improvements:

- 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:

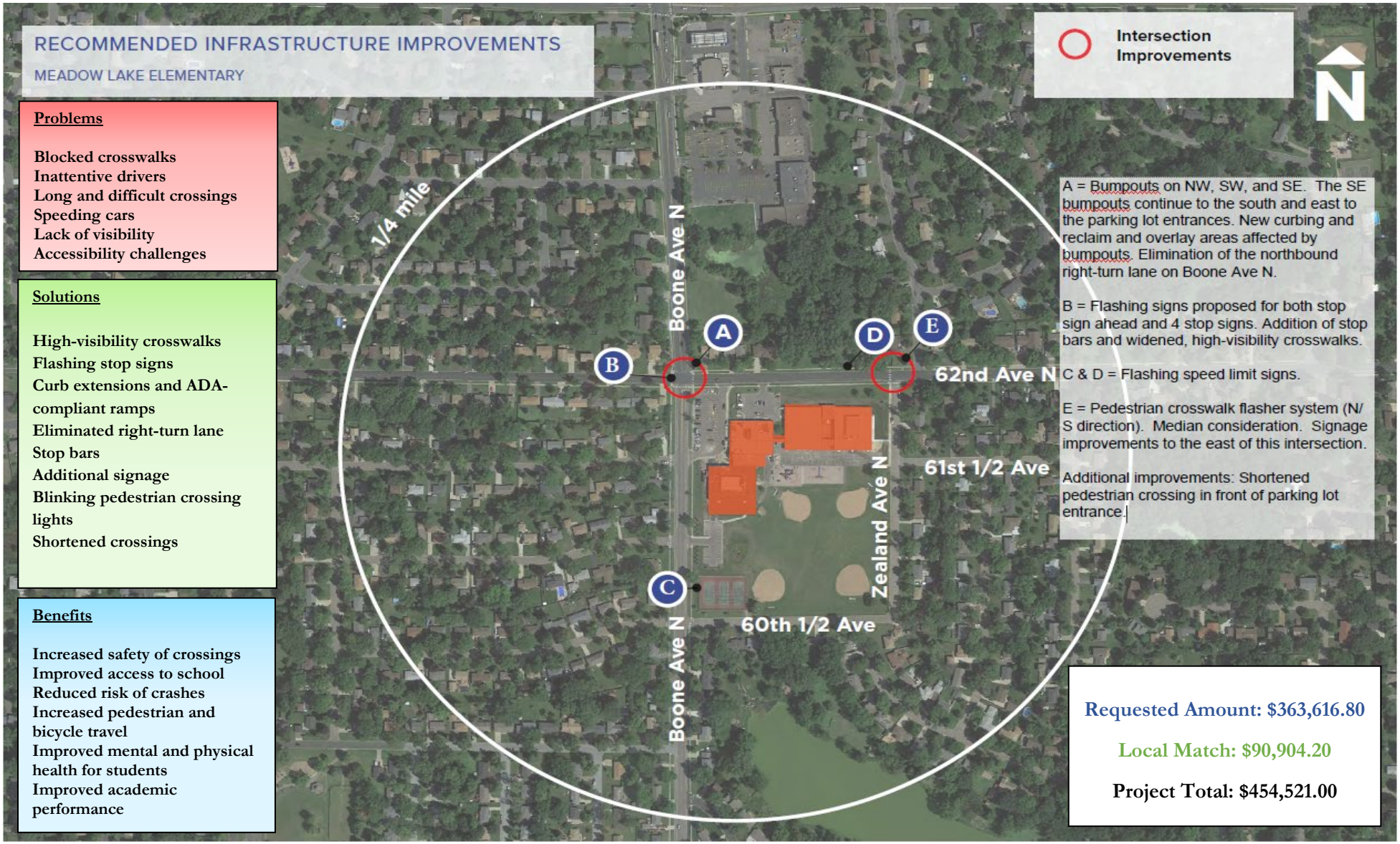


Existing conditions:

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

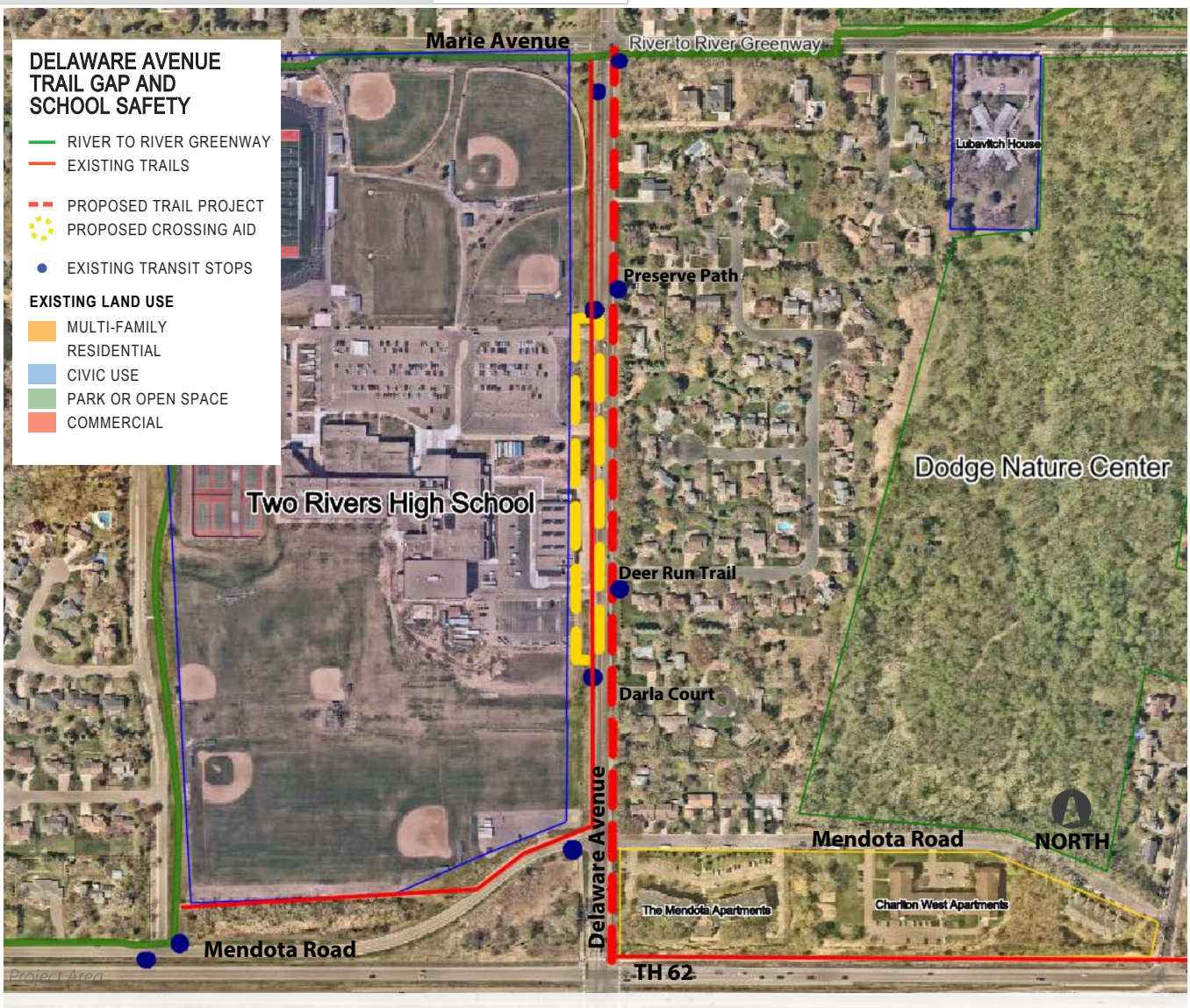
PROJECT DESCRIPTION

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

2022 *Award* → 2021-24 *Design* → 2024-26 *Construction*

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.

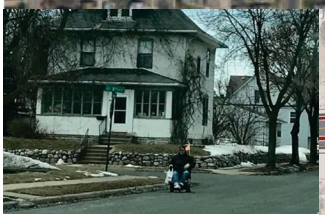
Immediate Need

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

South St. Paul Public Schools

Dakota County

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

2022 REGIONAL SOLICITATION

Unique Project Submittals

Project Name: 'True Impacts of Transportation' Public Education Campaign
Applicant: Move Minnesota
Project Location: Hennepin County, Ramsey County
Requested Award Amount: $768,100
Total Project Cost: $960,125

Project Description & Benefits

This proposal seeks to address a significant public information gap through an education campaign that informs consumers about their transportation choices (and the impact those choices have on family bank accounts and our community at large), provides a more comprehensive perspective on transportation, and helps people understand how their values relate to their transportation choices.

Misperceptions about different transportation are pervasive and widespread.

- Most people widely believe cars aren't that expensive and that car users are the only ones paying for roads, despite the fact that direct and indirect costs of car ownership and infrastructure have continued to rise in recent years, totaling more than $5000 in indirect costs and additional $13,000 in direct costs.
- There is a lack of understanding of the basics of transportation planning among the general public, amplified by protracted timelines that are often 5, 10, or even 20 years—by which time college students have completed their undergraduate degree, parents have put their children through school, and middle-aged workers have gone into retirement.
- People don't understand how their immediate experiences impact the transportation planning process and collectively shape infrastructure. Somewhere between a third and half of adults believe that building more vehicle lanes will "have a major impact on improving traffic" despite the wealth of data around the phenomenon of induced demand, which shows that new roads and lanes induce more driving, which leads to more delay, more emissions and ultimately more congestion.

This is unsurprising given that most people are inundated with information from the automotive industry, which spent over $17B on digital advertising alone in 2021, nearly 10% of all digital advertising dollars spent in the United States. The message the public receives touts the benefits (while minimizing costs and impacts) of car ownership and infrastructure. This creates hurdles to effective mode shift: with the existing understanding of transportation, people are inclined to keep their cars and generally aren't aware of the larger (often unintended) impacts.

The effects of these advertising campaigns are significant given the growing body of research that shows that people's decision making is a combination of rational, emotional, and cognitive bias—which means that internalized narratives such as "cars are essential to a successful life" are core to people's decisions to drive.

The opportunity here is profound and has significant potential: we can look to the success of education campaigns around the costs of healthcare, and see it is now commonly accepted knowledge that healthcare in the United States is expensive—and how with that knowledge comes an increase in consumers' inclination to act at individual and collective levels.

The secondary benefits of this education campaign (not just educating people, but educating them so they are moved to act to change their transportation behavior) are varied and positive: from reducing climate pollution; to changing the transportation patterns that drive decision-making around the built-environment; to improvements to the transit, biking, and walking systems that BIPOC communities disproportionately rely on.

Project Name: Regional Mobility Hubs
Applicant: Metro Transit
Requested award amount: $1,600,000
Total Project Cost: $2,000,000

Project locations (see map below):

1. Brooklyn Center Transit Center, City of Brooklyn Center, Hennepin County
2. Sun Ray Transit Center, City of St. Paul, Ramsey County
3. Maplewood Mall Transit Center, City of Maplewood, Ramsey County
4. Penn Ave N and Lowry Ave N, City of Minneapolis, Hennepin County
5. 26th Ave NE and NE Central Ave, City of Minneapolis, Hennepin County
6. Lake Street Corridor, City of Minneapolis, Hennepin County
    a. The location will either be Hiawatha/Lake, I-35 and Lake, or Chicago/Lake
7. Cedar/Riverside, City of Minneapolis, Hennepin County

Project Description

One of the greatest challenges identified with fostering multimodal communities has traditionally been the frequency and availability of transit and people's ability to easily and seamlessly access first- and last-mile connections to transit. Mobility hubs address this issue head on by physically creating spaces where people can connect with multiple low and no-carbon mobility options in a safe, comfortable and accessible environment that facilitates convenient and reliable connectivity across modes. This project will be the first permanent step towards the implementation of a Regional Mobility Hub Network and will help the region continue to lead nationally on Mobility Hub development. It will be the first time different implementation styles are tested; transit agency versus City-led projects, siting hubs in a variety of land use patterns and making various infrastructure elements permanent to support numerous different modal options.

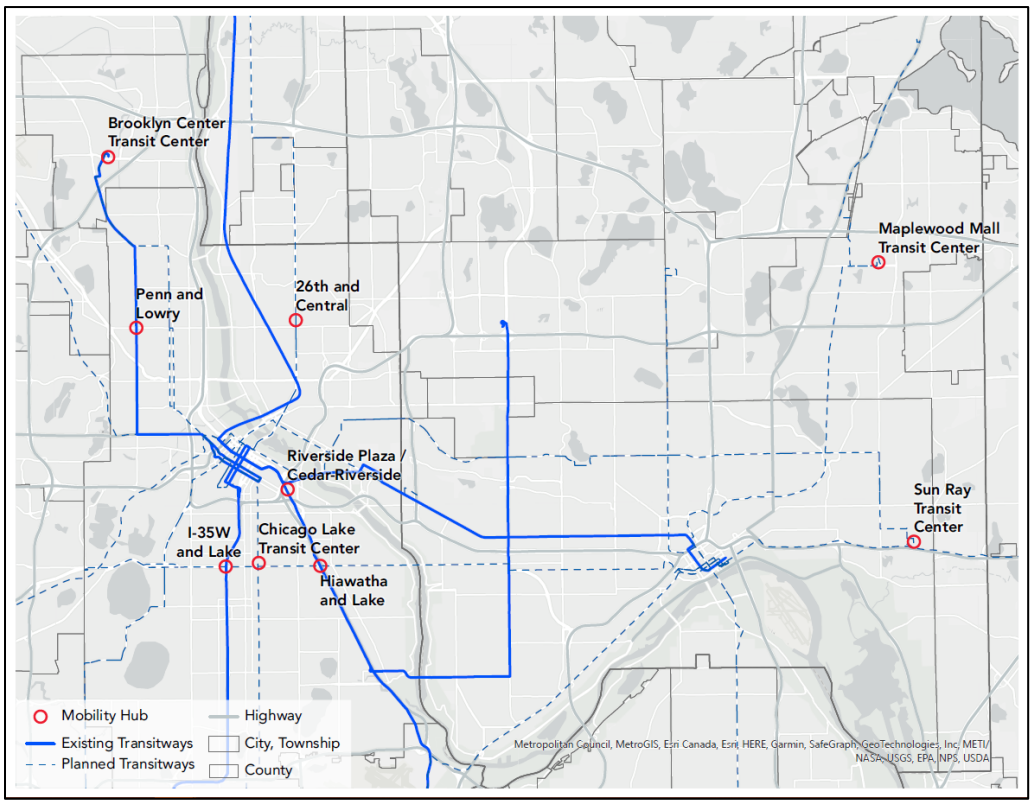
With Metro Transit as project lead and the City of Minneapolis as the key subrecipient, both agencies will work in close coordination to build out their ideal system of hubs. Hubs can have many different amenities based on their location and primary adjacent land uses, but this application is focused specifically on:

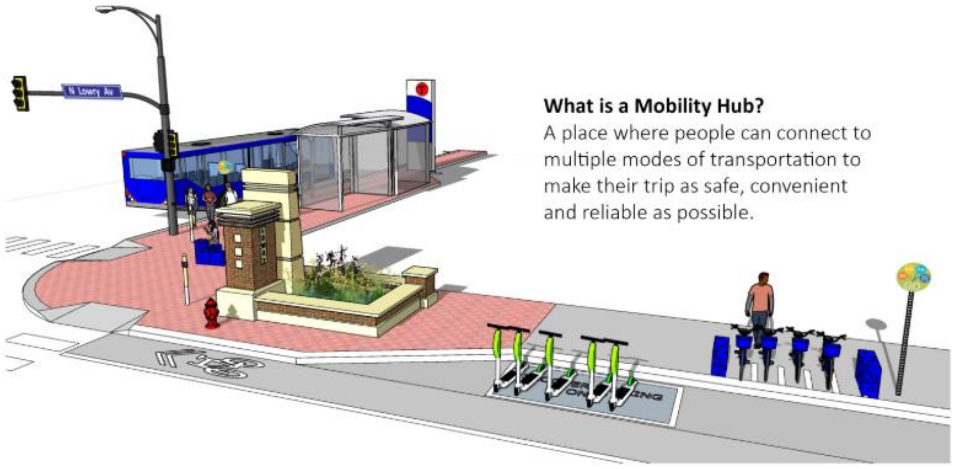
- **Multimodal infrastructure improvements** including dedicated bicycle and micromobility parking at transit stations/stops
- **Technologies** such as interactive screens, wayfinding and modefinding aids to enhance the user experience and ensure transportation access to those without smartphones
- **Resilience** infrastructure at the hub sites such as renewable energy generation for charging along with green infrastructure and landscaping
- **Placemaking/Placekeeping** elements at hubs including seating, secure lockers and other amenities improvements along with programming and engagement through community ambassadors.

Project Benefits:

- Increased multimodal travel options and shared mobility trips leading to decreased car usage
- Seamless connectivity between modes and a higher quality user experience
- Improved equity, access and connectivity to key places and opportunities for black, indigenous, and people of color (BIPOC) communities
- Better air quality and reduced greenhouse gas emissions through increased multimodal and transit trips
- Efforts will inform future projects with critical lessons learned that will ease project execution and lead to better outcomes

Map of Regional Mobility Hub Locations:





Concept Design for Mobility Hub, City of Minneapolis

OFFICE OF MAYOR MELVIN CARTER
CITY OF SAINT PAUL

15 Kellogg Blvd. West, 390 City Hall
Saint Paul, MN 55102
Tel: 651-266-8510

Project Summary

Project Name: EV Spot Network Strategic Expansion
Applicant: City of Saint Paul
Requested Amount: $1,440,000
Total Project Cost: $1,822,500

Project Description:
In February 2022, the City of Saint Paul launched the EV Spot Network and Evie Carshare, the nation's largest publicly-owned electric vehicle carshare and charging project, and the first 100% renewable transportation system in North America.

Our proposal to the Regional Solicitation envisions a bold strategy for expansion of the network to the City's East Side, laying the groundwork for potential future expansion phases into other cities and counties.

We propose to place EV Spot Network "gold cars" along the Gold Line BRT, a brand-new feature of the network serving the transportation needs of current and future residents in this transit-oriented development corridor. At the same time, we will expand the Evie Carshare service area deep into Saint Paul's East side, an area underserved by transit and with many low-income residents who have limited transportation options but can't afford to own a car.

Our project takes one of the most innovative transportation projects in the region to the next level. In doing so, it will increase transportation options for cost-burdened households, saving an estimated $16 million in transportation costs by reducing the need for personally-owned autos. It will also reduce nearly 10,000 metric tons of greenhouse gas emissions over 7 years, decrease traffic and parking congestion, and lead to quieter, more walkable and bikeable neighborhoods by shifting over 16 million vehicle miles traveled in single-occupant vehicles to transit, biking and walking.