# 2020 Regional Solicitation Projects Approved by the Transportation Advisory Board (TAB) on 12/16/2020 with Metropolitan Council Districts 

METROPOLITAN

## Modal Funding Category

Roadway
Transit
Pedestrian and Bicycle

## Reference

$\rightleftarrows$ Interstate Highways


Other Major Highways
County Boundaries
Council Districts
$\qquad$

## Roadway Projects

Traffic Management Technologies 1. Minneapolis City-Wide Signal Retiming 2. Dale St Traffic Signal Modernization

Spot Mobinty and Safety
4. Hi/Lake Safety
5. US 212 and CSAH 51 Intersection Safety
6. Roundabout - CSAH 11 and Burnsville Parkway

## Roadway Strategic Capacity

. TH 252/Brookdale Dr Interchange
. TH 65 at 99th Ave NE Grade Separation
10. Lake Elmo Ave and TH 36 Interchange
11. Hwy 5 Arboretum Area Mobility and Access Improvement
12. Hwy 41 and CSAH 10 Mobility and Access Improvement
13. TH 169, TH 282, and CSAH 9 Interchange

## Roadway Modernization

14. Franklin Ave Reconstruction
15. Lowry Ave NE Reconstruction
16. Robert St Reconstruction
17. Minnetonka Blvd Reconstruction

Bridges
Rockford Rd Bridge Replacement

## Transit Projects

Transit Expansion
20. Route 17 Service Improvement
22. New Route 757 Plymouth-Minneapolis Limited Stop

Transit Modernization
23. Gold Line Ramsey Washington Saint Paul Downtown Modernization 24. Bus Farebox Upgrade (Not Mapped)
. Burnsville Bus Garage Modernization
26. Signal Prioritization at East Creek Park and Ride

Travel Demand Management (Not Mapped)
27. Changing the School Commute: Shifting Youth to Transit Use 28. Expanding Adult Learn to Ride Bicycle Classes
9. CWA TC Short Trip Program
30. Comprehensive Mode Share Measurement

Pedestrian and Bicycle Projects
Multiuse Trails
31. Hennepin/Dunwoody Protected Bikeway and Multiuse Trail 32. Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction 33. Kellogg Blvd Capital City Bikeway - St Peter to 7th St
4. I-35W Frontage Trail/l-35W Minnesota River Crossing
. Bassett Creek Regional Trail Gap / Duluth St Extension
6. 63rd Ave Multiuse Trail
38. CSAH 73 Oakdale Multiuse Trail

## Pedestrian

42. Phillips Neighborhood Pedestrian Safety Improvements
43. Accessibility improvements to complement BRT/LRTs
44. Burns Ave Sidewalk Infill - White Bear Ave to McKnight Rd
45. Hwy 41 Pedestrian Improvements in Historic Downtown Chaska
46. Maple St/l-94 Reights ADA Ped Ramp Improvements
47. Greenway Ave N Multiuse Sidewalk from Hudson Blvd to 7th St N
48. CSAH 12 Pedestrian Facility

## Safe Routes to Schoo

50. 49th Ave Area SRTS Improvements
51. Bidwell St Sidewalk Improvements
52. MN Uar Underpas
53. Crossroads Elementary SRTS
54. Crossroads Elementary SRTS
55. Warner Rd and 72nd St N SRTS Improvements

## Project Overview

The Minneapolis City-wide Signal Retiming project will optimize all traffic signal timing throughout the City, including and not limited to vehicle signals, pedestrian signals, and emergency response infrastructure. Lake Street from West River Parkway to France Avenue South, including Lagoon Avenue from Dupont Avenue South of East Bde Maka Ska Parkway was selected as the focus corridor to illustrate the project benefit resulting throughout the City. Lake Street and Lagoon Avenue are A-minor Augmenters. The retiming will be completed utilizing the City's existing signal system; obsolete equipment (e.g., controller, cabinet) will be upgraded where it inhibits the signal timing upgrades. The project improvements will include:

- Optimization of all traffic signal timing throughout the City, including and not limited to vehicle signals, pedestrian signals, and emergency response infrastructure
- Construction of a protected one-way, on-street curbprotected bicycle lanes on Hennepin Avenue from between $17^{\text {th }}$ and $16^{\text {th }}$ Street to $12^{\text {th }}$ Street.
- Replacement of existing painted on-street lanes and elevation of the lanes to the level of the sidewalk at intersections.
- Updates to traffic signal and pedestrian crossing throughout the corridor.


## Benefits

Maintaining an interconnected and coordination network throughout the City will preserve its ability to monitor signal outages, change signal sequences quickly in specific corridors, and manage traffic patterns throughout the City. This improves safety, mobility, and communication between the City, County, MnDOT, and neighboring communities that own and operate the roadway, bicycle, pedestrian, transit, freight, and emergency response networks.

Requested federal amount: $\$ 2,500,000$
City of Minneapolis match: \$625,000
Total project cost: \$3,125,000
Project Schedule



Project Area


Before Photo

## Contact: Allan Klugman

Principal Professional Engineer Minneapolis Public Works 612-673-2743
Allan.Klugman@minneapolismn.gov

Minneapolis City-Wide Signal Retiming Project
2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Before Photos



## DALE STREET TRAFFIC SIGNAL MODERNIZATION

## PROJECT ELEMENTS AND BENEFITS

The Dale Street Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Dale Street in the City of Saint Paul. Dale Street (CSAH 53) is classified as an A Minor and B 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 Dale Street at Grand Avenue, Summit Avenue, Selby Avenue, and Marshall Avenue.
o With an average age of 35 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
o 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 Dale Street between Grand Avenue and Front Street (CSAH 32), 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.
o 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.
o 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.
o 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.
o 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.
o 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
PROJECT COST
Total project cost: \$2,501,000
Federal request amount: \$2,000,800

## Project Summary

Project Name - Johnson Street \& I-35W Ramps Spot Mobility Project
Applicant - City of Minneapolis
Project Location - Johnson Street \& I-35W Ramps in the City of Minneapolis, Hennepin County
Total Project Cost - \$ 1,871,500 Requested Federal Dollars - \$1,497,200
Johnson Street and I-35W Ramps


Project Description - Johnson Street NE is an urban, two-lane undivided, 23-year old roadway classified as an A-Minor Augmentor located in Hennepin County. The reconstruction of Johnson Street NE at the intersection with I-35W freeway ramps was identified as a need through engagement with the public as part of the 2040 Comprehensive Plan Update to provide safer alternatives to the current intersection, as well as improving existing pedestrian network connections, ADA improvements, and overall connectivity and access. The proposed improvements will remove free right turns and tighten roadway geometry, improve ADA infrastructure, restripe pedestrian crossings, and close bikeway gaps. The project will also create a better environment for accessing transit routes, especially as transit availability in this area is growing.

Project Benefits - The proposed Johnson Street Reconstruction project will provide the following benefits:

- Tighten the right hand turns for westbound and southbound traffic calming traffic for all users.
- Eliminate a bicycle network gap by providing connections to a trail on the west side of the intersection.
- Improve ADA infrastructure and pavement that was identified as "poor" and missing.
- Improve pedestrian infrastructure, including closing a gap in the sidewalk network to the south of the intersection, restriping current crosswalks and improving lighting.
- Enhance safety and mobility for all users.
- Improve access for to the area's jobs and transit facilities/routes and create a more equitable balance between transportation modes

4. 

# Project Scoping - Summary Transportation Capital Projects 

HENNEPIN COUNTY<br>MINNESOTA

## Project Name

CSAH 3 (Lake St) Interchange Project

## City(ies)

Minneapolis
N/A
N/A
N/A

## Commisioner Districts

4 N/A N/A
Capital Project Number 2155002
Scoping Manager
Robert Byers

Project Category<br>Interchange<br>Scoping Form Revision Dates<br>4/16/2020

## Project Summary

Reconstruct Lake Street (CSAH 3) at Hiawatha Avenue (TH 55) in the City of Minneapolis.


Anticpated Project Timeline
Scoping: 2015-2020
Design: 2021-2022
R/W Acquisition: 2021-2022
Bid Advertisement: Q1 2023
Construction: Q2 2023-Q4 2023

## Project Delivery Responsibilities <br> Preliminary Design: MnDOT <br> Final Design: MnDOT <br> Construction Services: MnDOT

| Project Budget - | Project Level |
| ---: | ---: |
| Construction: | $\$$ |
| Cost Estimate Year: | $4,350,000$ |
| Construction Year: | 2020 |
| Annual Inflation Rate: | 2023 |
| Inflated Construction: | $\$$ |
| Design Services: | $\$$ |
| R/W Acquisition: | $\$$ |
| Other (Utility Burial): | $\$, 750,000$ |
| Construction Services: | 710,000 |
| Contingency: | $\$$ |
| Total Project Budget: | $\$$ |

## Project Risks \& Uncertainities

- The existing overpass of TH 55 may present sight distance challenges as it relates to signal head visibility


## Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 3 (A-Minor Arterial)

Project Name: US 212 \& CSAH 51
Intersection Safety Project
Applicant: Carver County
Route: US 212
Location: US 212 \& CSAH 51 Intersection in Carver County
Requested Award: \$3,500,000
Total Cost: \$8,263,000
Primary Contact:
Lyndon Robjent, PE
County Engineer, Carver County
11360 Hwy 212 West, Suite 1 Cologne, MN
55322
952-466-5206
Irobjent@co.carver.mn.us

## Description

The US 212 and CSAH 51 Intersection Safety Project in Carver County will address critical safety and congestion issues along the Principal Arterial roadway. The project will address high crash rates and unsafe pedestrian crossings through the implementation of a Reduced Conflict Intersection (RCI), medians, and wider shoulders. These improvements will eliminate freight inefficiencies, reduce rural highway fatalities, and strengthen rural access to economic opportunities in the Twin Cities Metropolitan Area. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

## Project Benefits

## Improves mobility

- Reduce congestion for personal and commercial vehicles
- Eliminate freight bottleneck
- Expand access for rural residents to access employment, healthcare, and education



## Increases safety for all modes

- Implement Reduced Conflict Intersections and access management
- Wider shoulders for multimodal use
- Median installation



## Modernization

- Upgrade original roadway constructed in 1929


## Regional Significance

US Highway 212 is a regional and national highway system that runs from Wyoming to Minnesota, officially designated in 1926. The Project area contains aging pavement that has not been expanded or reconstructed in 90 years since its original paving in 1929. US 212 is part of the National Highway System (NHS) and National Highway Freight Network (NHFN), providing a major freight connection for 22,000 square miles of rural Minnesota and South Dakota, whose largest source of employment is manufacturing. US Highway 212 is identified by the Minnesota Department of Transportation (MnDOT) in the Minnesota State Freight Investment Plan as a Critical Rural Freight Corridor and was also identified in the Metropolitan Council's Regional Truck Highway Corridor Study as a Tier 1 Freight Corridor. Western Minnesota does not have Interstate (or Interstate-like) access to the Twin Cities. Instead, this large area relies on US 212 to provide interstate commerce connectivity from these rural areas to the multi-state economic hub of the Twin Cities.

COUNTY

May 2020

## Summary - Regional Solicitation Funding Application for New Roundabout at County Highway 11 \& Burnsville Parkway (CP 11-27)

The roundabout is proposed to replace a signalized intersection at A-Minor arterial CSAH 11 and Burnsville Parkway, a reliever and major collector featuring parkway aesthetics. Forecast volumes for 2040 on CSAH 11 at the project location range from 12,600 to 14,900 ADT with growth $7-13$ percent from current volumes. This supports the need to maintain and improve CSAH 11 as a multi-lane arterial, including the intersection with Burnsville Parkway.

Background and Primary Need for the Proposed Project. Studies of the intersection and others in the local highway network over the last 15 years have identified needs to maintain safety and mobility and have proposed upgrades to signalized intersection equipment and layouts. Changes to traffic control were also considered where appropriate (Burnsville Aging Signals Intersection Study, June 2017). This intersection was specifically identified and reviewed further for feasibility as a roundabout, which is now considered the optimal approach. Dakota County's experience with similar intersections has shown that a roundabout will accumulate more long-term safety and mobility benefits for all user modes than could be achieved with a signalized intersection.

The primary need addressed by the project is improved safety. While there are no fatalities or serious-injury crashes in the three most recent years of crash data, the results yielded the following:

- Crash rate $=1.27$ vs. the 0.72 statewide avg. for comparable intersections.
- Crash severity rate $=1.69$ vs. the 1.00 statewide avg. for comparable intersections.

The project provides the opportunity to reduce the crash rate to approximately 0.50 based on statewide average data for roundabouts in Minnesota. Crash severity and risks for fatal or serious-injury crashes would also be reduced because of the fewer conflict points of the roundabout vs. the existing intersection.

Project Setting and Context. The context for this intersection further supports the proposed roundabout project based on safety objectives, current and forecast volumes, maintaining good traffic mobility and speeds, and yet calming traffic at the intersection. This combination of features will provide safety for pedestrians and bicyclists along a parkway and adjacent to Terrace Oaks West Park (in the southeast quadrant). In fact, this intersection helps connect nearby affordable housing developments with the 230acre, community park, which is a significant recreational area with ADA-accessible picnic sites, parking, extensive trails, and other recreational features.

In total, this safety-oriented project will provide many local and regional benefits, including the roundabout's safety and mobility benefits and improved aesthetics in a parkway location. The project will serve diverse neighborhoods and benefit travelers using all modes, including pedestrians and bicyclists. Additionally, the project would bring no adverse impacts to the area's residents.


# Brooklyn Park (ึึ 

Applicant - City of Brooklyn Park<br>Project Location - TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County<br>Total Project Cost - \$33,215,015<br>Requested Federal Dollars - \$10,000,000

## Project Description:

The proposed TH 252 /Brookdale Drive interchange project will improve roadway safety and mobility along TH 252 through the Cities of Brooklyn Park and Brooklyn Center. The project will provide regional access to the area with the construction of a diamond interchange at
 TH 252. Furthermore, local traffic operations, mobility and safety for all modes of transportation at the project intersection will be improved while connecting the neighborhoods divided by TH 252.

TH 252 is a high-speed high-volume north-south connection between I-94/I-694 and TH 610. It is a MnDOT Trunk Highway that serves as an important Principal Arterial roadway linking communities in the northern area of the Twin Cities. It is currently an expressway design that varies between four and six lanes with at-grade signalized intersections approximately every $1 / 2$ mile.

As part of the TH 252 Corridor Study (2016), Mn/DOT, Hennepin County, Metropolitan Council, Metro Transit and the Cities of Brooklyn Park and Brooklyn Center worked together to establish the long-term vision "that a freeway was the best alternative to safely accommodate future traffic volumes and allow TH 252 to serve its function as a Principal Arterial". Building towards the ultimate vision of a freeway, the ongoing environmental review identified the construction of a diamond interchange at Brookdale Drive.

## Project Benefits:

The conversion of the at-grade signalized intersection at TH 252 and Brookdale Drive to an interchange will provide the following benefits:

- Be consistent with the long-term vision and phasing of TH 252 to a freeway facility
- Improve vehicular safety with the reduction of intersection crashes; specifically rear-end crashes
- Reduce heavy delays and congestion during peak hour conditions at an intersection that currently operates with the second worst overall level of service along the study corridor
- Improve pedestrian and bicycle mobility and safety across TH 252; under current conditions, long green times allocated to TH 252 make it difficult to cross
- Improve community connectivity with removing the TH 252 barrier
- Improve transit operations with the elimination of an at-grade intersection to provide more reliable travel times for transit buses along TH 252
- Enhance pedestrian and bicycle travel along the Brookdale Drive corridor with additional trail improvements east and west of the newly constructed interchange
- Provide underserved residents with improved access to the area's jobs and transit as the project is located in a census tract that is above the regional average for population in poverty or population of color


## Existing Conditions:



Traffic congestion along TH 252 at the Brookdale Drive intersection.

## Before Photo

TH 252/Brookdale Drive Interchange

## 

Applicant - City of Brooklyn Park
Project Location - TH 252 and Brookdale Drive in Brooklyn Park, Hennepin County


## Grade Separation of TH 65 at $99^{\text {th }}$ Ave NE

Trunk Highway (TH) 65 is a principal arterial located within 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 $99^{\text {th }}$ Ave NE with no restricted turn movements
- Serves approximately 50,000 vehicles per day

The proposed project would implement one or more grade separated crossings at $99^{\text {th }}$ Ave NE to reduce congestion and improve pedestrian and bicycle access across TH 65 . The need for the project was identified as part of the MnDOT Highway 65 Safety and Mobility Corridor Study. Various conceptual alternatives are currently being developed at multiple locations along the corridor. Two alternatives have been developed for this grade separation at 99th Avenue NE:

- Alternative 1: The first alternative proposes a grade separation at 99th and a tight diamond interchange configuration with a roundabout on the eastern interchange intersection.
- Alternative 2: The second alternative proposes two grade separations to the north and south of 99th Avenue NE. Users crossing TH 65 at 99th would use the frontage road system to divert to the north or south grade separation.


## Alternative 1



## Alternative 2



Applicant, Location, \&
Route: Anoka County, U.S. Highway 10 and Ramsey Blvd. within the City of Ramsey

Application Category:
Roadways including Multimodal Elements - Roadway Expansion

Funding Information:
Requested Award Amount: \$10,000,000
Local Match: \$19,300,000
Project Total: \$29,300,000

Match \$ Sources:

- Anoka County
- City of Ramsey
- MnDOT
- BNSF Railway
- \$3.5M in awarded State Legislative Bonding Funds


## Corridor Fast Facts:

- 55,000 vpd (1,650 trucks)
- Higher crash rate than state avg; 51 crashes in last 5 years
- 3 fatal ped crashes on Hwy 10 within Ramsey in last 10 years, 1 fatal ped crash at Ramsey Blvd
- Backups anticipated to reach one-mile by 2025 and almost 4miles in 2045
- Significant commuter/freight corridor between MSP, NW-MN, and North Dakota
- Busiest BNSF rail line in Minnesota with 57-81 freight trains and 14 transit trains
- Regional gateway to northern MN Lakes and outdoor tourism industry


## Project Description

This project will remove the traffic signal at Ramsey Blvd and Highway 10 and replace it with a grade-separated folded tight-diamond interchange including a grade-separated railway crossing and frontage road connections. ADA accessible and continuous pedestrian and bicycle facilities are included throughout.

The current Highway 10 corridor within the City of Ramsey is plagued with significant crash and congestion issues, for vehicles, trucks, pedestrians, and trains alike, and is impacting the movement of goods and people between Minneapolis/St Paul and northern Minnesota. In addition, the busiest BNSF railway within the state parallels the highway blocking Ramsey Blvd for two to three hours per day while causing northbound backups onto Highway 10. This is a highly expressed public concern and documented issue for emergency response vehicles responding to common crashes on Highway 10 (watch emergency vehicles blocked by train: https://www.youtube.com/watch?v=VruXJvlrt-g).

## Project Benefits

Ramsey Blvd serves as the primary connection to the COR (Center of Ramsey) development, a 400-acre area including residential, commercial, retail, educational, and recreational land uses intended to serve as the downtown of Ramsey, located just northwest of the proposed interchange. Integral to this development is the Northstar Commuter Rail line, of which ridership and operations will benefit greatly from the proposed project. The proposed improvements will increase corridor safety, address congestion and operational issues, eliminate delay from the railroad crossings, and provide safe pedestrian/bicycle crossing of Hwy 10.


## The Time is Now

Beginning in 2022, fully funded projects in Anoka and Elk River will transition Highway 10 into a freeway on either side of Ramsey. Ramsey will become the bottleneck, with increased crash and congestion issues at the two remaining at-grade signalized intersections on Highway 10 in the metro area. Improvements to the Ramsey Blvd intersection with Highway 10 are the highest priority in the Ramsey Gateway Project - and is so reflected in this application - which also includes the construction of another interchange at Sunfish Lake Blvd. Improvements in Ramsey will complete the regional vision of converting Highway 10 into a freeway corridor.

# CSAH 17 at TH 36 Interchange Project 

## Washington County

Project Location

The CSAH 17 (Lake Elmo Ave) at TH 36 interchange project will replace the existing atgrade intersection in the cities of Lake Elmo and Grant with a grade separated interchange.

Funding Request
Federal: \$10,000,000
Local Match: \$ 24,733,130
Project Total: \$ 34,733,130

## Project Goals

» Address the existing deficiencies
» Improve safety, capacity, and operation of the intersection and area
» Achieve highway corridor vision

## Project Summary

CSAH 17 (Lake Elmo Avenue) at TH 36 currently operates as an at-grade intersection controlled by a fully actuated control signal. Within the project area TH 36 is a fourlane divided roadway and has a posted speed limit of 65 mph . CSAH 17 is a two lane rural roadway with a posted speed limit of 55 mph in the project area. Since the opening of the St Croix Crossing Bridge in 2017, traffic on TH 36 has grown tremendously. The increase in traffic volume has increased congestion and travel delays. More importantly, the growth in volumes has exacerbated the existing safety hazards associated with the at-grade signalized intersection in the highway corridor. These hazards and continued growth justify the need for a grade separated interchange. This project will remove the existing traffic signal at TH 36 and CSAH 17 and replace it with a grade separated, full access interchange and improve access management along the TH 36 corridor.

## Summary of Benefits

» Improves regional accessibility and efficiency by relieving congestion and travel delays on TH 36 through the removal of the signal and addition of grade separated infrastructure
» Improve corridor safety through reduction of conflict points and crash potential
"Provides a multi-modal route for cyclists and pedestrians to cross TH 36 at CSAH 17, removing a large barrier to non-motorized movement
» Support TH 36 and CSAH 17's role in the regional transportation network and economy

Safety
90 Crashes at this intersection between 2016 and 2018 including 1 Fatality making this intersection a sustained crash location


Applicant, Location, \& Route: Carver County, Highway 5 in the cities of Chanhassen and Victoria, west of Highway 41

Application Category: Strategic Capacity - Roadway Expansion

Funding Information:

## Requested Award Amount:

 \$10,000,000Local Match: \$3,440,000
Project Total: \$13,440,000

Additional Funding Sources:

- Carver County Transportation Sales Tax Revenue


## Project Benefits:

- Expansion of Highway 5 resulting in decreased congestion
- Relocated Arboretum access providing a safe and reliable entry to the Arboretum
- Access management / Crash reduction / Safety improvements
- New traffic signal and improved side street mobility
- New bicycle and pedestrian shared use paths, with linkage to regional destinations, parks and trails
- New bicycle and pedestrian underpass west of CSAH 13 linking neighborhoods and park to regional system


Note: This figure depicts the extent of the Arboretum Area Transportation Plan, an ongoing area transportation study started in 2019 with expected completion in 2020.

## Project Description

TH 5 is a congested (28,500 vehicles/day) 2-lane undivided A-Minor Expander road. The project segment has a critical crash index nearly 3 times the statewide average. During peak periods and also during Minnesota Landscape Arboretum events, traffic backs up several miles. Turning onto Hwy 5 is very difficult at times due to speeds and limited gaps, resulting in motorists making risky decisions. This project includes strategic highway expansion (2- to 4-lane conversion) in the vicinity of the Arboretum, relocation of the Arboretum access, a new traffic signal at Minnewashta Parkway, regional trail and a grade separated pedestrian crossing. These changes will alleviate congestion, improve access to the Arboretum and neighborhoods, improve safety, and knit together a regional trail network.


## Project Benefits

The project will improve the safety of Highway 5 and alleviate congestion issues. It includes new trails linking to existing facilities, augmented at-grade pedestrian crossings and a new underpass linking the south side of Victoria to the local and regional trail network. The new signal at Minnewashta Pkwy will enable reconfiguration of the main Arboretum entrance to this location which will benefit access for all visitors and employees. The Arboretum currently welcomes half a million visitors annually and has plans to grow visitation as part of its strategic plan. The change to the CSAH 13 signal will alleviate a documented safety problem identified in MnDOT's Congestion Management and Safety Plan.

## Project Development and Status

This project is the culmination of the past 15 months of collaboration with many stakeholder groups and extensive public engagement, working closely with the Minnesota Landscape Arboretum and University of Minnesota. Project partners include MnDOT, Carver County, the Cities of Chanhassen, Chaska, and Victoria, as well as the Arboretum. The study is not yet complete, but this project has risen to the top of priorities based on need, support, and the tremendous impact this will have on safety and performance to the Highway 5 corridor. This project has the full support of all partners noted above.

## Highway 10 \& Highway 41 Improvements

## Project Description

Applicant, Location, \& Route: Carver County, Highway 10 from Bavaria Rd. to Park Ridge Dr. and Highway 41 from White Oak Dr. to $500^{\prime}$ north of Hwy 10 in the City of Chaska


Application
Category:
Roadways including Multimodal Elements - Roadway Expansion

## Funding

## Information:

Requested Award Amount: \$9,049,600
Local Match: \$2,262,400
Project Total: \$11,312,000

Match \$ Sources:

- Carver County
- City of Chaska
- MnDOT

This project at Highway 10 (Engler Boulevard) and Highway 41 (Chestnut Street) proposes the expansion of Highway 10 to a four-lane divided section and installs roundabouts at the intersections of Bavaria Road and Park Ridge Drive. Highway 41 will be widened at the Highway 10 intersection with the addition of a second southbound thru turn lane, dual northbound turn lanes, and a lengthened northbound right turn lane. Reconstruction of Highway 41 will be limited to areas of need for turn lane construction. Pedestrian improvements include a pedestrian underpass crossing Highway 10 east of Highway 41, and a traffic signal at the White Oak Drive intersection which provides dedicated movements to approaching pedestrian and vehicle movements onto and across Highway 10.

The project area, north of Downtown Chaska, features the intersection of two important regional corridors in Highways 10 and 41. The intersection of these arteries is a notable traffic issue in terms of operations and safety. High vehicle volumes, passenger and freight, as well as frequent pedestrian traffic generated by the three adjacent public-school buildings and Chaska Community Center often overwhelm the intersection. Furthermore, the storage of several turn lanes is exceeded or blocked by through traffic at this intersection during the peak hours. On Highway 10, two all-way stop-controlled intersection at Bavaria Road and Park Ridge Drive create bottlenecks which block neighborhood accesses during the peak hours. Regardless of Highway 10 queues, the existing two-lane section does not provide many safe gaps in traffic for side streets to make movements onto and across the highway leaving residents and business owners frustrated; some residents have reported taking longer alternate routes to and from their homes to avoid problematic movements. Similarly, historical crash issues along the corridor creates pedestrian and bicyclist discomfort in traveling along or crossing the corridor. Traffic volumes on Highway 10 are forecasted to double in the next 20 years making it clear that additional capacity is needed to carry the traffic.

## Project Benefits

The Highway 10 \& Highway 41 Improvements project provides immediate operational benefits for existing traffic patterns and will provide the needed capacity to serve the forecasted 2040 traffic growth. The Highway 10 corridor is designated as a RBTN Tier 2 corridor, proposed improvements to the sidewalk and trail connections, including the installation of a grade separated crossing east of Highway 41 and traffic signal at the White Oak Drive crossing will better facilitate pedestrian mobility and safety to nearby schools, businesses, and neighborhoods. Roundabout intersections on each end of the project will also provide improved two-stage crossings of each intersection leg while eliminating problematic queues currently seen at these intersections. The proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highway 10 and 41.


# TH169, TH282, and CSAH 9 Interchange <br> Applicant: Scott County Counties where project is located: Scott Location: City of Jordan <br> Requested award amount: \$10,000,000 <br> Total project cost: $\$ 24,000,000$ 



PROJECT LOCATION MAP
元 $\qquad$ 0.6 Miles

## Project Description

This project is a collaboration between Scott County, the City of Jordan, and the Minnesota Department of Transportation to improve connectivity; reduce delay, congestion, and emissions; and make safer multimodal connections in the southwest Twin Cities region. The project includes a new interchange in the community of Joran, Minnesota which utilizes a design that adapts to the needs of local and regional stakeholders while improving freight operations in this critical freight corridor. Ultimately, the new interchange will make the area safer for all modes and is supported by local businesses, residents, and agencies.

## Benefits

- The Jordan Interchange alone reduces freight truck, and commuter delay by 657 hours daily; especially with a projected $40 \%$ increase in vehicles passing through per day by 2040.
- Create a multi-modal crossing through increasing automobile, bicycle, and pedestrian safety through two gradeseparations.
- Decrease crash rates through two grade-separation.
- Decrease delay for freight utilizing the US 169 corridor and freight entering the corridor from the City of Jordan and Sand Creek Township.
- Expedite agricultural and rural business shipping as $22 \%$ of all traffic is freight truck traffic.


CSAH 5 (Franklin Ave) Reconstruction Project
Attachment 01 | Project Narrative
HENNEPIN COUNTY MINNESOTA

Project Name<br>CSAH 5 (Franklin Ave) Reconstruction Project<br>City(ies)<br>Minneapolis<br>N/A<br>N/A<br>\section*{Commisioner Districts}

34 N/A
Capital Project Number
2172600
Scoping Manager
Jordan Kocak

## Project Summary

Reconstruct Franklin Avenue (CSAH 5) from Blaisdell Avenue to Chicago Avenue in the City of Minneapolis.

## Project Category <br> Reconstruction

Scoping Form Revision Dates
4/20/2020


Anticpated Project Timeline
Scoping: Q2 2019-Q4 2020
Design: 2021-2023
R/W Acquisition: 2022-2023
Bid Advertisement: Q1 2024
Construction: Q2 2024 - Q4 2025
Project Delivery Responsibilities
Preliminary Design: Consultant
Final Design: Consultant
Construction Services: Consultant

| Project Budget - | Project Level |
| ---: | ---: |
| Construction: | $\$$ |
| Cost Estimate Year: | $10,600,000$ |
| Construction Year: | 2020 |
| Annual Inflation Rate: | 2024 |
| Inflated Construction: | $\$$ |
| Design Services: | $\$$ |
| R/W Acquisition: | $\$$ |
| Other (Utility Burial): | $\$$ |
| Construction Services: | $\$$ |
| Contingency: | $\$$ |
| Total Project Budget: | $\$$ |

## Project Risks \& Uncertainities

- The proposed project will need to minimize impacts to the I-35W Bridge as this MnDOT asset (built in 2018) is relatively new.


## Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)
- Eligible for federal funding through the MHFP given its designation as a Tier 2 Regional Truck Corridor Route

CSAH 153 (Lowry Ave NE) Reconstruction Project
Attachment 01 | Project Narrative
HENNEPIN COUNTY
MINNESOTA

| Project Name |  |  |
| :--- | :--- | :--- |
| CSAH 153 (Lowry Ave NE) Reconstruction Project |  |  |
| City(ies) |  |  |
| Minneapolis | N/A |  |
| Commisioner Districts |  |  |
| $2 \quad$ N/A N/A |  |  |
| Capital Project Number | Project Category |  |
| 2140800 | Reconstruction |  |
| Scoping Manager | Scoping Form Revision Dates |  |
| Jason Pieper | $4 / 4 / 2020$ |  |

## Project Summary

Reconstruct Lowry Avenue NE (CSAH 153) from Marshall Street NE (CSAH 23) to Washington Street NE in the City of Minneapolis.

## Roadway History

The existing roadway (last reconstructed in 1962) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The roadway was originally constructed as concrete pavement, causing premature surface cracking at joints after the completion of each pavement overlay. The sidewalk is located adjacent to the roadway, includes various obstructions within the walking route (such as fire hydrants, utility poles, and signs), and includes many pedestrian ramps that do not meet current ADA design standards. These sidewalk characteristics result in poor accommodations for people walking, especially those with limited mobility. Furthermore, there is an existing Burlington Northern Santa Fe (BNSF) Railroad bridge that extends over Lowry Avenue NE (CSAH 153) near 7th Street NE. The bridge structure is not adequate; only providing enough space underneath for one vehicle lane in each direction, causing an unnecessary convergence of vehicle lanes.

Community Works completed the Lowry Avenue NE Framework Plan in 2015 that identified corridor needs in terms of mobility and development potential. There were two main themes that ensued from the study. First, the need to create a more pedestrian friendly environment,

## Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that a boulevard area will be constructed to accomplish the following: provide space for streetscaping elements, separate pedestrians from the roadway, and provide adequate space for signs and snow storage. Staff is currently analyzing various roadway configurations to determine the recommended environment to accommodate users. Additionally, this project
would include improvements to the University Avenue (TH 47) intersection, which was identified as a priority from the Lowry Avenue NE Framework Plan. This project is Phase 2 (or 2 ) of capital improvements recommended for the Lowry Avenue NE corridor.

## Project Risks \& Uncertainities

- The proposed project will likely have impacts to the existing BNSF Railroad Bridge that currently acts a barrier to people biking, driving, and walking along the corridor - Limited ability to realign the skewed CSAH 23/CSAH 153 intersection due to constrained right-of-way



## Anticpated Project Timeline

Scoping: Q3 2019- Q4 2021
Design: 2022-2024
R/W Acquisition: 2023-2024
Bid Advertisement: Q1 2025
Construction: Q2 2025 - Q4 2026

## Project Delivery Responsibilities <br> Preliminary Design: Consultant <br> Final Design: Consultant <br> Construction Services: Consultant

| Project Budget - | Project Level |
| ---: | ---: |
| Construction: | $\$$ |
| Cost Estimate Year: | $6,940,000$ |
| Construction Year: | 2020 |
| Annual Inflation Rate: | 2025 |
| Inflated Construction: | $\$$ |
| Design Services: | $\$$ |
| R/W Acquisition: | $\$$ |
| Other (Utility Burial): | $\$$ |
| Construction Services: | $\$$ |
| Contingency: | $\$$ |
| Total Project Budget: | $\$$ |

## Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 153 (A-Minor Arterial) - Eligible for federal funding through MnDOT given the NHS designation of CSAH 153 (Intermodal Connector)


## Project Summary

Project Name: Robert Street Reconstruction
Applicant: City of Saint Paul
Project Location: Robert Street between the Interstate 94 bridge approach panel and the Mississippi River bridge approach panel

Total Project Cost: \$18,000,000
Requested Federal Dollars: \$7,000,000

## Project Map:



## Before Photo:



Project Description: The proposed project will reconstruct Robert Street from Interstate 94 to the Mississippi River. The corridor will be reconfigured to increase safety and improve conditions for all users. This project will include ADA compliant sidewalks, improved pedestrian crossings, boulevards with streetscaping, pedestrian-scale lighting, a reconfigured roadway section, new curb and gutter, and traffic signals with overhead signal heads for each lane approach. The roadway and sidewalks are currently in very poor condition and the project is proposed to be reconstructed in 2025.

Project Benefits: The reconstruction of Robert Street presents an opportunity to modernize a key connection to the Twin Cities regional transit system. The proposed project will provide the following benefits:

- Improved safety along the corridor for all users and abilities
- Accommodates the regional transit system
- Enhanced pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Connection to the future Capital City bikeway network
- Improved roadway operations and safety with upgraded traffic signals
- Promotes neighborhood and economic vitality
- Designed to be Business Access and Transit (BAT*) lane ready when Rush Line BRT is constructed
*A BAT lane is a dedicated right-turn and transit lane

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY M NN=SOTA

| Project Name |  |
| :--- | :--- |
| CSAH 5 (Minnetonka Blvd) Reconstruction Project |  |
| City(ies) |  |
| St. Louis Park N/A | N/A |
| Commisioner Districts |  |
| $3 \quad$ N/A N/A  <br> Capital Project Number Project Category <br> 2168100 Reconstruction <br> Scoping Manager Scoping Form Revision Dates <br> Jason Pieper $5 / 3 / 2020$ |  |

## Project Summary

Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

## Roadway History

The existing roadway (last reconstructed in 1952) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for pedestrians. The curb has experienced settling, diminishing its ability to collect water and define the roadway edge. The corridor also lacks catch basins, further decreasing proper storm water management. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility. Additionally, county staff has received numerous complaints from residents regarding safety due to the 4-lane undivided nature of the roadway.

## Project Description and Benefits

The proposed project would include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a 3-lane typical section will be considered in an effort to better facilitate vehicle turning movements and provide traffic calming. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit non-motorized users. Furthermore, this project presents an opportunity to improve the transition for westbound users as they access Minnetonka Boulevard from West Lake Street.

This project will complement the proposed Southwest Light Rail Transit (SWLRT) Project as it is located within proximity to the Beltline Boulevard and West Lake Street LRT Stations.


## Project Timeline

Scoping: 2018-2020
Design: 2021-2023
R/W Acquisition: 2022-2023
Bid Advertisement: Q1 2024
Construction: Q2 2024 - Q4 2025

## Project Delivery Responsibilities

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

| Project Budget - | Project Level |
| ---: | ---: |
| Construction: | $\$$ |
| Cost Estimate Year: | $7,990,000$ |
| Construction Year: | 2020 |
| Annual Inflation Rate: | 2024 |
| Inflated Construction: | $\$$ |
| Design Services: | $\$$ |
| R/W Acquisition: | $\$$ |
| Other (Utility Burial): | $\$, 990,000$ |
| Construction Services: | $\$$ |
| Contingency: | $\$$ |
| Total Project Budget: | $\$$ |

## Funding Notes

- Initial cost estimate developed Q2 2020
- Eligible for federal funding throiugh the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)

CSAH 9 (Rockford Rd) Bridge Replacement Project
Attachment 01 | Project Narrative
HENNEPIN COUNTY VINNESOTA

## Project Name

CSAH 9 (Rockford Road) Bridge Replacement Project

## City(ies)

New Hope Nlymouth N/A N/A

## Commisioner Districts

2 N/A N/A
Capital Project Number
2163700
Scoping Manager
Josh Potter

## Project Category

Bridge Replacement
Scoping Form Revision Dates 4/29/2020

## Project Summary

Participate in MnDOT's Project to replace existing Bridge \#27551 along Rockford Road (CSAH 9) at TH 169 in the Cities of Plymouth and New Hope.

## Roadway History

The existing bridge is nearly 50 years old. The bridge currently does not include any accomodations for people walking or biking. Therefore, nonmotorized users are required to travel either in the median or along the side of the roadway, resulting in a feeling of discomfort. The bridge is currently designed to provide people driving with a high level of service, allowing vehicles to complete turning movements at relatively high speeds. The existing bridge (\#27551) is owned and maintained by MnDOT; who has indicated that improvements are necessary based on its age (built in 1972) and current condition.

## Project Description and Benefits

The proposed project will replace the existing bridge over TH 169. The existing structure is deteriorating and reaching the end of its serviceable life. Replacing the bridge will keep the bridge open for people biking, driving, walking, and using transit. It is anticpated that the new bridge will include a wider deck to allow for the introduction of trails on both sides. These facilities are key to promoting choices in transportation, especially at TH 169 which is currently acting as a barrier to multi-modal users.

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Anticpated Project Timeline
Scoping: 2018-2019
Design: 2020-2022
R/W Acquisition: 2022-2023
Bid Advertisement: Q1 2023
Construction: Q2 2023 - Q4 2024

## Project Delivery Responsibilities

Preliminary Design: MnDOT
Final Design: MnDOT
Construction Services: MnDOT

| Project Budget - | Project Level |
| ---: | ---: |
| Construction: $\$$ | $6,620,000$ |
| Cost Estimate Year: | 2020 |
| Construction Year: | 2023 |
| Annual Inflation Rate: | $3.0 \%$ |
| Inflated Construction: | $\$$ |
| Design Services: | $\$$ |
| R/W Acquisition: | $\$$ |
| Other (Utility Burial): | $\$$ |
| Construction Services: | $\$$ |
| Contingency: | $\$$ |

## Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge length (greater than $20^{\prime}$ ) and condition (NBI Rating of 4 or less) and the functional classification of CSAH. 9 (A-Minor Arterial).

# 3rd Street Bridge Background, Scope \& Impact 

## Background

The Third Street Bridge is a critical arterial bridge that connects the Mounds Park neighborhood to Lowertown and the downtown Entertainment District. Built in 1982, it is the longest bridge owned by the City of Saint Paul, spanning over 2100 feet. When operating at full four-lane capacity, average daily bridge traffic was 14,400 vehicles. The bridge has been restricted to three traffic lanes and one 6 -foot wide sidewalk since September 2014 due to structural deficiencies.

## Scope

The project will reconstruct the Third Street Bridge from Lafayette St to Mounds Blvd. The construction project will cost $\$ 63$ million and involves demolition of the current structure and reconstruction of piers, abutments, beams, bridge deck, railings, parapets and approach roadways. The City of Saint Paul is requesting $\$ 48$ million from the State to complete this project.


The Third Street Bridge is the proposed route for Gold Line BRT as it enters downtown Saint Paul, enroute to the Union Depot transportation hub. The City will coordinate with its regional partners to improve traffic signal and intersection accommodations for BRT as part of this project.

## Decision to Reconstruct

In order to provide safe and reliable access into downtown Saint Paul, the City must invest now to restore service and operations to the Third Street Bridge. It is essential to address this issue with a long-term, fiscally-responsible solution. Reconstruction provides this solution, offering a 75-year service life, eliminating costly and inefficient maintenance of a substandard bridge, and providing multimodal facilities that encourage, rather than restrict, future transportation demands.


Reconstruction of the Third Street Bridge will allow Saint Paul and the State of Minnesota to maximize the potential of its valuable resources to meet the region's current and future public infrastructure needs.

## Future Impact on Saint Paul

More people are choosing to live and work downtown, and that trend is expected to continue over the next decade. As downtown Saint Paul continues to grow, the Third Street Bridge will become an increasingly essential link between Lowertown, the Mounds Park neighborhood, and multimodal regional transportation systems. It further provides access for east side residents to the workforce opportunities generated by recent downtown business development.

## Route 17 Transit Service Expansion Summary

Route 17 is an Urban Local route serving Northeast Minneapolis, downtown Minneapolis, Uptown and the Knollwood Mall area of St. Louis Park/Hopkins.

From northeast Route 17 uses Washington Street and Central Avenue to downtown. Using Nicollet Avenue, 24th Street and Hennepin Avenue to Uptown it proceeds west to Minnetonka Boulevard in St. Louis Park and Blake Road in Hopkins.

The core of the route from downtown Minneapolis and Uptown area is a few trips short of being a Hi -Frequency route. Hi-Frequency routes operate every 15 minutes, or better, on weekdays $6 \mathrm{am}-7$ pm and on Saturdays $9 \mathrm{am}-6 \mathrm{pm}$. The northeast segment as well as the segment west of Lake Street France Avenue in St. Louis Park and Hopkins runs every 30 minutes off-peak and weekends.

The planned improvement brings the segment in St. Louis Park and Hopkins up to the Hi-Frequency standard of 15 minutes service, adding over 40 additional trips per weekday and 36 additional Saturday trips. This includes 3 weekday and 14 Saturday trips between downtown and France Avenue to bring the downtown to Uptown segment up to Hi-Frequency standards.

A key component of the planned improvement will be the extension of all trips west of France Avenue to the Green Line's future Blake Road Station immediately north of Excelsior Boulevard. This Blake Road/Knollwood area of Hopkins and St. Louis Park includes census tracts and TAZs with densities over 20,000 residents and 7,500 jobs per square mile.

The extension of Hi-Frequency service to the Blake Station will be increased regional access and connectively to significant job and commercial concentrations for ACP populations. Connecting Route 17 Hi-Frequency service at Blake Station improves the ability of St. Louis Park and Hopkins residents to access employment in the job rich nodes of downtown Hopkins, Opus, Golden Triangle and Eden Prairie Mall and likewise for Eden Prairie, Minnetonka and Hopkins residents to access opportunities in the Knollwood area of St. Louis Park.

For example, the Dominium project in Minnetonka across the street from the Green Line's future Opus Station will have a density of 48 units per acre for a total of 454 residential units of which 198 will be affordable workforce housing. The future residents of this Minnetonka complex will, with the Hi-Frequency Route 17 connection at the Blake Road Station, see considerably improved transit access to the Knollwood area.

The Route 17 Service Improvement Project is designed to fulfill the regional goals and strategies of the Metropolitan Council's 2040 TPP as well as those listed in 2040 Comprehensive plans of Minneapolis, St. Louis Park and Hopkins.

Total Project Cost: \$3,138,904.00
Requested Federal Amount: \$2,511,123.00
Local Match Amount: \$627,781.00
Local Match Percentage: 20.0\%

## Route 54 Transit Service Expansion Summary

Route 54 is a Core Urban Local Limited Stop route from the Mall of America in Bloomington to downtown Saint Paul, Saint Paul East Side, Maplewood, and the Maplewood Mall Transit Center. The segment for the proposed service expansion operates on a major transit corridor connecting the Mall of America Transit Center and Airport South development in Bloomington, MSP Terminal 1 Transit Center, West 7th Street, downtown Saint Paul and the Union Depot Transit Center.

The portion of Route 54 proposed for this service expansion has the highest population and job density along the Route 54 corridor and can support a higher level of transit service. This service improvement will add 24 trips each weekday and serves significant areas of population/employment densities and concentrations of low-income and communities of color.

Currently, this portion of the Route 54 runs every 10 minutes during an extended morning and afternoon peak period and every 15 minutes during the weekday midday. A weekday peak period service expansion was funded through an earlier CMAQ grant that began in June 2018 and has resulted in higher ridership in the segment.

The planned improvement to this route is during the weekday off-peak and will be improved from every 15 minutes to every 10 minutes. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

Total Project Cost: \$2,202,588.00
Requested Federal Amount: \$1,762,070.00
Local Match Amount: \$440,517.00
Local Match Percentage: 20.0\%

## Route 757 Transit Service Expansion Summary

Route 757 is a new Limited Stop route running from Plymouth to Golden Valley to Downtown Minneapolis via Highway 55. It will connect job and activity centers and residential areas in the corridor during peak periods and midday. This route will operate every 30 minutes on weekdays.

Today, there is no direct service along Hwy 55 from Plymouth to Minneapolis. This route will provide commute and reverse commute service, as well as other trip purposes such as accessing education, shopping, and medical appointments. Route 757 will be accessible to communities along the corridor at Dunkirk Lane Park and Ride, Station 73, C Line ABRT stations, and Downtown Minneapolis. In Plymouth and Golden Valley, Route 757 will also serve limited bus stops in the shoulder of Hwy 55. Outside of Downtown Minneapolis, limited stops will be spaced approximately $1 / 2$ to 1 mile apart.

New service in the Hwy 55 corridor will serve communities including Near North Minneapolis neighborhoods and denser suburban neighborhoods in Plymouth along Vicksburg Lane and Medicine Lake Dr. Near North is identified as an Area of Concentrated Poverty where over 50 percent of residents are people of color. Areas above the regional average of population in poverty and people of color also exist within a half-mile of 6 out of 8 suburban stop locations (from Dunkirk Lane to Xenium Lane and from Boone Avenue to Douglas Drive).

In addition to serving commutes to Downtown Minneapolis, Route 757 will connect riders to job centers spanning Hwy 55: suburban industrial jobs concentrated between Dunkirk Lane and Xenium Lane and between Zachary Lane to Winnetka Avenue, as well as professional jobs at Douglas Drive.

The grant request is for the operating funds required to implement the service expansion.

Total Project Cost: \$5,836,858.00
Requested Federal Amount: \$4,669,486.40
Local Match Amount: \$1,167,371.60
Local Match Percentage: 20.0\%

##  

The Gold Line Ramsey-Washington Downtown Station Modernization Project led by Metro Transit seeks to leverage the investment in station infrastructure directly benefitting the planned BRT projects serving downtown, but existing local service as well.

##  <br> 

The scope of the proposed project includes enhanced passenger boarding stations in downtown Saint Paul currently planned for the METRO Gold Line, a IO-mile Bus Rapid Transit line with an anticipated opening in


FIGURE I: Gold Line Downtown Stations 2024 serving the east metro and routing through the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The Gold Line is planning 21 new stations including ten in downtown Saint Paul operating on primarily one-way streets as shown in Figure I. Stations would be located on Smith Avenue, on 5th and 6th Streets and on Sibley and Wacouta Streets.

## 

Improved facilities will benefit all passengers and routes, by making station improvements that modernize facilities used by all routes, and by implementing operational improvements that reduce delay and improve reliability. Project improvements may yield up to 4,375 vehicle-hours and 30,650 passenger-hours of time savings.

## 

A total of $\$ 7,000,000$ is being requested for station modernization downtown across nine station platforms.

## * * * * *

All nine improved stations will provide significant enhancements over existing bus stop conditions with upgraded features similar to existing LRT and BRT service.


FIGURE 2: Station Platform and Shelter Design Concept
Stations will have increased weather protection, security features, real-time arrival information, raised platforms facilitating an enhanced ADA-compliant boarding experience and will also include technology for fare payment on the platform, reducing the time required to board vehicles.

## (1) MetroTransit

## DATE: May $11^{\text {th }}, 2020$

FROM: Nick Eull, Sr. Manager of Revenue Operations
SUBJECT: Regional Solicitation Project Summary - Bus Farebox Upgrade

The Metropolitan Council is submitting the attached application for the project titled, "Bus Farebox Upgrade," for consideration for a 2020 regional solicitation award in the category, "Transit System Modernization."

Regional transit providers, including Metro Transit, the Metropolitan Council, Minnesota Valley Transit Authority, Southwest Transit, Maple Grove Transit, and Plymouth Metrolink are using a GFI Cents-A-Bill farebox that was first installed throughout the region in 1992. These fareboxes are no longer manufactured and many repair and maintenance parts are obsolete. These fareboxes collect nearly $\$ 20 \mathrm{M}$ in customer cash payments and issue and accept magnetic transfer tickets, as well as read and accept tickets purchased on light rail platforms from vending machines. Cash remains an important payment method for many customers, including lowincome transit users.

To ensure that customers can continue to pay with cash as well as to expand other ways customers can pay, the region has begun transitioning to a new farebox that accepts cash for fare payment but also incorporates additional payment channels and increases reliability and boarding speed. This new farebox, the GFI Fast Fare farebox, is the latest design by GFI. Over the next four years, Metro Transit and the Met Council expect to replace nearly $30 \%$ of the current fareboxes with this new unit, based on available funds. However, no funding is identified after 2023 at this time to continue with this farebox replacement.

These new fareboxes provide for increased reliability as well as availability of parts and supplies to repair and maintain the units indefinitely. These units also provide for more reliable data collection, collecting data at a transactional level instead of summarizing it by trip. This level of detail clarifies how customers pay on a stop-level basis. These fareboxes also incorporate a nearfield communication (wireless) card reader that provides for future payment expansion capabilities, including potential mobile phone tap-to-pay capabilities. These fareboxes also incorporate a barcode scanner that provides the possibility of electronically validating mobile and other tickets, which today are visually validated by bus operators.

By staying with a GFI product and upgrading to the Fast Fare farebox, most of the current farebox data collection and cash collection infrastructure at Metro Transit and regional provider garages does not require replacement, saving nearly $\$ 1 \mathrm{M}$ or more in upgrade costs for these systems.

The award of these funds for this project will allow Metro Transit and regional providers to continue to replace legacy fareboxes with the modern Fast Fare units. The sooner this is completed, the sooner the additional payment features can be implemented. Reliability will also improve, resulting in an improved fare payment experience with increased revenues.

# MODERNIZATION: 

 Burnsville Bus Garage
## 2020 Regional Solicitation

PUBLIC TRANSIT NEED

The Burnsville Bus Garage (BBG) was originally constructed in 1977 as a manufacturing plant. It was re-purposed as a transit bus garage in 1996. The 5-acre site is underserved by a 58,000-square-foot maintenance and storage garage that houses 65 transit buses, eight support vehicles, and six maintenance bays. There is also 10,000 square feet of administrative space.

A 2018 Metropolitan Council lead study revealed that the building has significant deficiencies in need of repair. In the consultant's ranking of bus garages in the Twin Cities region, BBG received the lowest score in terms of facility conditions throughout the entire region.

The BBG Modernization Project addresses a support facility remodel, roof and wall system enhancements, the relocation
 of the bus wash and maintenance area, technology improvements and additional storage space for fleet (revenue and non-revenue).

The project scope increases bus storage capacity to accommodate current and long-term vehicle inventories, resolves congestion, adds much-needed storage and employee parking space, and provides technology enhancements throughout the facility and on-board buses.


Additionally, the project provides sufficient ceiling height to maintain all bus types in the MVTA fleet.

## TOTAL PROJECT COST \$3.5M

Requested Federal Funds $\$ 2.8 \mathrm{M}$ Local Match Funds \$700,000

## East Creek Signal Improvement Project Summary

The purpose of the East Creek Signal Improvement CMAQ application is to increase throughput at SouthWest Transit's (SWT) East Creek Station located in Chaska. Currently there is only one way in and out of the site located on highway 41 just south of highway 212 that is managed by a traffic light that definitely favors highway 41. Pre COVID days, buses would take to Minneapolis and bring back to East Creek loads of approximately 40 people that would be dropped off at the site where riders would leave the bus and head to their single occupant vehicles attempting to leave causing a traffic jam of cars and a buses during peak hours at the site. The primary reasons for the grant are as follow:

- As stated, get riders into and out of the site quickly and safely. On average 70 fixed route buses and 20 to 30 Prime vehicles enter and leave East Creek Station plus the number of cars of those riding the buses.
- Minimize bus travel time. If a fully loaded bus is stuck at the light attempting to leave in the morning, it will add up to 3 additional minutes of travel time because the light cycles do not favor the park and ride. Three minutes multiplied by 40 riders adds up quickly in time delays.
- Highway 41, despite being a highway, does not have an excessive amount of north/south traffic with ADTs of around 20,000.

Project Name:<br>Applicant:<br>Project Location:<br>Requested Award Amount:<br>Total Project Cost:<br>Changing the School Commute: Shifting Youth to Transit Move Minnesota<br>school sites within $1 / 2$ mile of Metro Transit's High Frequency Network (Minneapolis, Saint Paul)<br>\$452,700<br>\$565,875

## Project Description \& Benefits

Changing the School Commute: Shiffing Youth to Transit Use is an innovative TDM project to shift school-focused car trips into transit trips, with support from multimodal connections. With over 20,000 students attending Minneapolis and Saint Paul public high schools, there are huge opportunities to significantly impact congestion near and during peak travel times for current drivers. Students who drive themselves to school compete with employee commuters, while parents dropping off children create additional congestion with a two-way trip or when diverging from their route to work.

This project develops and implements TDM programming to shape behavior change for students commuting to public high schools that are within a half-mile of Metro Transit's High Frequency Network. Because the High Frequency Network routes run on or near high-congestion arterial streets, shifting students from car trips to transit along these routes provides congestion relief where it is needed most.

High school students are an exciting untapped audience in TDM work. They are in the process of forming their own values and habits separate from their families and seeking increased independence. Significantly, many have not yet purchased a car. This 2-year project will combine the practical implications of cost with a valuesdriven narrative around climate ramifications as strong motivators for today's students. We will also work with school administrators, who face both high costs for transporting students and continuing pressure to reduce costs. This project is innovative and exciting because it seeks to influence students as they are considering the role driving has in their future, and how necessary it is for them to purchase a car for their commute. In addition to the tangible benefits of a commute shift right now, each student who delays or declines to purchase a vehicle will cause further reductions in VMT over time.

28.

# Project Title: Expanding Access to Bicycle Education and Support to Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs 

Organization: Bicycle Alliance of Minnesota (BikeMN)
Primary Contact: Dorian Grilley, Executive Director, dorian@bikemn.org, 651-387-2445
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). We estimate that upon completion we will be replacing 700 five mile trips a day with bicycling. Two key barriers to incorporating bicycle use into many of our new immigrants are lack of access to bicycle education, including learning to ride and the basic skills and knowledge to safely navigate our existing infrastructure, and cost barriers to owning and maintaining a bicycle and required accessories (such as reliable lights and locks). BikeMN will build on the Bicycle Access \& Safety Education program that Cycles 4 Change previously developed, and bring it beyond the Minneapolis and Saint Paul neighborhoods it had previously been offered to communities within inner-ring suburbs where populations are experiencing inequity. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation option that will include:
(a) Learn-To-Ride instruction for adults who have not yet learned to ride
(b) Bike Basics education classes to teach best practices and effective cycling technique to community members
(c) open shop opportunities and mobile bike repair service to support bike maintenance
(d) organize and lead group ride opportunities within the community that will highlight important routes and destinations, and
(e) distribution of 400 bicycles with helmets/locks/lights which participants can "earn" through completion of aforementioned activities.

BikeMN will conduct outreach with partner organizations that currently serve the specific communities we have identified within this proposal, to coordinate and promote this program. We will also recruit, hire, and train trainers and assistants from the selected communities to provide some of the instruction and support to participants, therefore partially sustaining the program through local participation.

In addition to the ACP50 neighborhoods in St. Paul and Minneapolis, BikeMN will work with city staff and leaders, community education, community organizations, and other partners in Bloomington, Brooklyn Center, Brooklyn Park, Columbia Heights, Hopkins, Maplewood, New Hope, Richfield, South St. Paul, St. Louis Park, and West St. Paul. We plan to hold at least one Learn-to-Ride or Bike Basics class in each of these communities in the two year period with a total estimated reach with all programming of 1,400 participants. BikeMN has worked with the schools in all of these communities and with all of the eight cities in the Metro Area that have achieved a national Bicycle Friendly Community ranking.
29.

CYCLING
WITHOUT
AGE
15 May 2020
Regional Solicitation - Transit and TDM Projects 13873-2020 Travel Demand Management (TDM)
Application due 05/15/2020
The Cycling Without Age Twin Cities (CWA TC) project is designed to provide short - 3 miles of less - trips and grocery shopping assistance to residents of North Minneapolis, Seward neighborhood, and the east side of St. Paul.

We will work with our neighborhood partners (identified in the proposal) to serve low income residents, people of color, and the immigrant communities.

With the deployment of 6 trishaws (three wheeled rickshaws) we will provide rides that will replace Metro Mobility vans, rideshare, or rides by neighbors, friends, and family. The number of trips we expect to replace is 14,040 per year. Our programs are carbon neutral and zero emissions.

We expect project costs to be $\$ 250,000$ for our first year of operations. We anticipate a reduction in overall costs over year two and beyond by leveraging the initial capital costs of trishaws and trailers.

Regards, Anthony Desnick<br>Executive Director, Cycling Without Age Twin Cities

Project Name: Comprehensive Mode Share Measurement
Applicant: Move Minneapolis (Downtown Minneapolis Transportation Management Organization)

Federal Award Request: \$275,000
Local Match: \$69,094
Total Project Cost: \$344,094

Project Description and Benefits:

Transit is the most important shared mobility option in the Twin Cities region. Starting in 2006 transit was joined by car sharing, bike and scooter sharing, ride hailing, on-demand microtransit and now a mass adoption of telework: a non-mobility option that nonetheless affects use of all other modes. Each of these modes commands consumer share. How much, exactly, is unknown because we lack tools to measure it. This leaves a knowledge gap and reduces our ability to implement effective transportation demand management strategies.

Other cities and regions measure commute mode share in their workforce-dense central business districts at established intervals, generally either once per year or once every two years. Findings help evaluate progress toward regional travel and commuter goals, establish mode share benchmarks, and implement TDM policies and programs to reduce peak congestion.

Move Minneapolis proposes to develop a comprehensive mode share measurement tool and data collection protocol. The tool will identify adoption of established and novel travel modes within a defined boundary, using downtown Minneapolis as a test geography.
Move Minneapolis will work with a technical advisory panel comprised of statisticians, data scientists, academics, market research experts, and others to vet strategies and recommend survey methodologies. We will test the survey on the downtown Minneapolis commuter ecosystem and share the outcomes with stakeholders.


Hennepin Dunwoody Bikeway Project
2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Project Overview

The City of Minneapolis is requesting a federal grant to fund construction of off-street bicycle lanes and a dedicated multiuse trail and along Dunwoody Boulevard and Hennepin Avenue between Linden Avenue and N 12th Street, passing through the Lyndale Avenue intersection. This is a primary access route to downtown for residents of adjacent designated ACP/ACP50 communities and will form an important connection for riders of the planned Green Line Extension and E Line BRT.

The project will

- Construct a bidirectional multiuse trail on Dunwoody Boulevard and Hennepin Avenue from Linden Avenue to between $17^{\text {th }}$ and $16^{\text {th }}$ Street. The multiuse trail will replace the existing westbound travel lane with a dedicated two-way multimodal facility that is elevated above the street grade and protected from vehicle traffic by a concrete barrier.
- Construct protected one-way, on-street curb-protected bicycle lanes on Hennepin Avenue from between $17^{\text {th }}$ and $16^{\text {th }}$ Street to $12^{\text {th }}$ Street. The lanes will replace existing painted on-street lanes and elevate the lanes to the level of the sidewalk at intersections.
- Make traffic signal and pedestrian crossing improvements throughout the corridor.


## Benefits

These improvements will create a bicycle and pedestrian connection between the Near North, other adjacent neighborhoods, and the jobs, retail, services, and entertainment in downtown Minneapolis. By filling this gap in the bicycle and pedestrian network, the project will improve safe, convenient, and equitable access.

Requested federal amount: \$3,760,000
City of Minneapolis Match: \$940,000
Total project cost: \$4,700,000


Project Area


Before Photo

## Project Schedule

Contact: Luke Hanson
Transportation Planner
Minneapolis Public Works
612-875-7237
luke.hanson@minneapolismn.gov


If selected, improvements would be implemented in 2024 or 2025. Public Works plans to install temporary improvements ahead of any permanent improvements.

## Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction Project Summary

The Samuel Morgan Regional Trail is a major trail and Tier 1 RBTN Alignment that follows along the east bank of the Mississippi River from Hidden Falls-Crosby Farm Regional Park to Indian Mounds Regional Park in Saint Paul. This project proposes to reconstruct Segments 1 and Segment 4 of that trail.

Segment 1 was the first segment of the trail to be constructed in 1991. Segment 1 has degraded in condition as it has approached the end of its useful life. Portions of Segment 1 have already had to be reconstructed. Portions of Segment 4 have also degraded in condition. A major barrier at Childs Rd was addressed with the construction of a new bridge which reconstructed other portions of Segment 4. This project proposes to reconstruct the portions of these segments that are still in need of reconstruction and will upgrade safety features throughout, particularly improving safety at intersections.

The Samuel Morgan Regional Trail is heavily used. There were over 560,000 visits to the trail in 2018. It serves as primary commuter trail for bicyclists, in part because of its direct connection to several other Tier 1 RBTN Alignments.

The construction phase of the project is estimated at $\$ 6,196,000$, of which, $\$ 4,956,800$ is being requested with this application and $\$ 1,239,200$ will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs will also be funded by those sources.

This project will result in a trail that is safer, more comfortable to use, and more accessible to all users. The trail's connectivity to major destinations and other Tier 1 RBTN Alignments makes this project a high priority to fund.
33.

# Kellogg Boulevard Capital City Bikeway Phase II 

Project Summary

## Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the north side of Kellogg Boulevard from West $7^{\text {th }}$ Street to Saint Peter Street. The bikeway will be part of the Capital City Bikeway, an iconic network of off-street trails throughout downtown Saint Paul. The project will be an extension of the bikeway constructed on Jackson Street in 2016-2018, and an extension of the Kellogg Boulevard Capital City Bikeway Phase I project, which will construct the bikeway between Jackson Street and Saint Peter Street in 2023. 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.

Cost: \$5,500,000 federal; \$1,444,759 local; \$6,944,759 total

## Project Location:



## Existing Conditions:

This image shows Kellogg Boulevard, including a bicyclist operating in the street in mixed traffic.


## I-35W Frontage Trail/l-35W Minnesota River Crossing

## CITY OF BURNSVILLE



## PROJECT BENEFITS

» MnDOT is currently reconstructing the I-35W Bridge over the Minnesota River. As part of these improvements, the bridge will now provide a pedestrian/bicycle facility that will link to regional trails on both sides of the river. This connection is critical in helping overcome a major pedestrian/bicycle barrier (Minnesota River) that has limited north-south travel between Burnsville and Bloomington. A pedestrian and bicycle facility along I-35W over the Minnesota River has never existed before.
» Flooding occurs during the spring months (March - May) and can take several weeks to subside. During those times, this segment acts as a pedestrian and bicycle barrier rather than a regional amenity. Pedestrian and bicycle investments to the l-35W Bridge may not be fully realized if the flooding issues are not addressed along this trail segment. This project will limit closure due to river flooding from many weeks down to 3-6 days per year
»The I-35W Frontage Trail is heavily relied on by bicycle commuters and will become a more prominent commuting route between Bloomington and Burnsville once the l-35W Bridge is open.

| Project Location: | Burnsville |
| :--- | :--- |
| Requested Award <br> Amount: | $\$ 388,000$ |
| Total Project Cost: | $\$ 485,000$ |

## PROJECT DESCRIPTION

The project will realign a segment of the I-35W Frontage Trail (a Tier 1 RBTN alignment), which connects to the Minnesota River Greenway. The improvements include the raising of the trail from the current profile to an elevation, which would lower the frequency and magnitude of trail closures due to flooding. Alternatives for raising the trail were evaluated and documented in a Feasibility Study (March 2020). The City has determined the preferred alternative is to construct a conventional earth embankment with a trail width of 10 feet and 2 foot shoulders on either side. This alternative provides the City with the lowest cost/highest benefit solution when compared to other alternatives.


Proposed Realignment

Bassett Creek Regional Trail / Local Multi-Use Trail
Project Summary

## Applicant - Three Rivers Park District

Project Location - Golden Valley Rd. \& Duluth St. (CSAH 66) between Douglas Dr. \& Bonnie Ln. in Golden Valley, Hennepin County
Total Project Cost - \$3,202,345
Requested Federal Amount - \$2,561,876
Local Match Amount - \$640,469

## Project Description:

This project will construct the Bassett Creek Regional Trail along Golden Valley Road (CSAH 66) between Regent Avenue and Bonnie Lane, as well as a local shared-use trail between Regent Avenue and Douglas Drive. Combined with the Blue Line LRT project (Bonnie Lane to Xerxes Avenue) and Golden Valley Road Station improvements, this project closes the final gap of the sevenmile Bassett Creek Regional Trail connecting French Regional Park in Plymouth to Theodore Wirth Park in Minneapolis through New Hope, Crystal and Golden Valley.


Proposed project elements include:

- A 10-foot wide, off-street, regional multi-use trail on south side of Golden Valley Road.
- A 10-foot wide, of-street, local multi-use trail on north side of Duluth Street
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts.
- Courage Kenny Rehabilitation Institute enhancements addressing bus stop and crosswalk deficiencies.
- Traffic signal upgrades and/or replacement at Hidden Lakes Parkway, Noble Avenue and Lilac Drive where impacted by the trail.


## Project Benefits include:

- Provide a safe, continuous and contiguous corridor for all ages, physical abilities and travel modes, spanning five communities and eliminating four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail).
- Generate regionally significant $175,000+$ annual visits and provide a protected bikeway to an area with over 24,400 jobs.
- Connect to 24 existing bus stops and future METRO Blue Line Extension LRT Golden Valley Road Station at Theodore Wirth Parkway.
- Improve the area's livability, support active living and provide a transportation option for those without access to a vehicle.
- Connect to Theodore Wirth Park, Armstrong Senior High School, Plymouth Middle School, Beacon Academy Charter School, Courage Kenny Rehabilitation Institute, Minneapolis Neurology Clinic, Schapiro Center for Multiple Sclerosis, Parkinson's Specialty Care Center, Golden Valley Fire Station, and various retail centers/health clinics/churches/gas stations/parks/etc.

Before Conditions:


Golden Valley Road/ Bassett Creek Regional Trail alignment: current conditions include multiple patched surface types that are failing/ heaving.

Noble Avenue Crossing: narrow sidewalk, bike lane gap, signal pole in middle of sidewalk

Hidden Lakes Parkway Intersection at Courage Kenny Rehabilitation Institute: bike lane gap, no boulevard, bus stop traffic, crosswalk, substandard curb, narrow sidewalk shared between able-bodied people walking and biking and people with physical and cognitive disabilities often using wheel chairs, walkers, and canes.


After Condition:


Bassett Creek Regional Trail Segment in Crystal: example of similar, recently constructed urban segment.

## Project Summary <br> $63^{\text {rd }}$ Avenue Multi-use Trail

## Brooklyn Park 月) $^{(1)}$

Applicant - City of Brooklyn Park<br>Project Location -63 ${ }^{\text {rd }}$ Avenue between Mendelssohn Avenue and West Broadway in Brooklyn Park, Hennepin County<br>Total Project Cost - \$930,000 Requested Federal Dollars - \$744,000

## Project Description:

The proposed project will construct a multiuse trail along 63rd Avenue between
Mendelssohn Avenue and West Broadway Avenue. This segment was identified through the Bottineau Community Works' extensive engagement as a key bicycle and pedestrian corridor to
 promote health equity as part of the METRO Blue Line LRT Extension.

Proposed project elements include:

- Creating an 8-foot, protected, multiuse trail from Menhdelssohn Avenue to West Broadway Avenue on the south side of 63 rd Avenue;
- Connecting to a planned 8-foot trail at Mendelssohn Avenue as part of MnDOT bridge replacement project in 2023 which will provide a continuous facility across 169;
- Linking to the recently constructed 8 -foot trail on the north side of 63rd Avenue between West Broadway Avenue and Louisiana Avenue, which will connect with the planned 10 -foot trail from Louisiana Avenue to CSAH 81 as part of LRT station area construction; and
- Filling the sidewalk gap with a 6 -foot sidewalk on the north side of 63rd Avenue from Edgemont Boulevard to Cavell Court.


## Project benefits include:

- Provides a safe and comfortable corridor for all ages, abilities, and travel modes;
- Links to four existing transit routes and connects to bicycle and pedestrian facilities at the future LRT 63rd Avenue station (existing park and ride facility);
- Increase transit ridership service area by enabling 'last mile' trips by bike or foot;
- In combination with future LRT station facilities, continues onto the existing Crystal Lake Regional Trail / CSAH 81 (Tier 1 alignment), which will connect with the Grand Rounds Trail, providing a direct, protected route to employment hubs in Golden Valley and Downtown Minneapolis;
- Improves the area's livability, supports active living and provides a non-motorized transportation option for those without access to a vehicle;
- Enables car-free trips to existing and future recreation amenities including Eagle Lake Regional Park in Maple Grove, Crystal Lake Regional Trail, Shingle Creek Regional Trail, Rush Creek Regional Trail, Twin Lakes Regional Trail promoting equitable access to natural resources; and
- Improves continuity between jurisdictions by providing a continuous facility to Maple Grove and their existing trail system to the west, and Brooklyn Center to the east. In combination with the regional trail network, the project connects these communities to Osseo, Maple Grove, Robbinsdale, Golden Valley, Minneapolis, and beyond.


## Existing Conditions:



Sidewalk Gap beginning at $63^{r d}$ Avenue \& Mendelssohn Avenue


Cyclist shares lane with vehicular traffic at $63^{\text {rd }}$ Avenue \& West Broadway Avenue

# METRO Gold Line Century-Greenway Trail 

## Washington $\approx$ County

## Project Location

The Century-Greenway trail will be located adjacent to Hudson Boulevard from Greenway Avenue to Century Avenue in the cities of Oakdale and Landfall

## 5 <br> Funding Request

Federal: \$ 825,865
Local Match: \$ 206,466
Project Total: \$ 1,032,331

## Project Goals

„Creation of a safe, comfortable, and active station environment »Remove barriers to transit access
»Expand the multimodal network

## Project Summary

The Century-Greenway trail will be a 10 foot bituminous multiuse trail adjacent to Hudson Boulevard between Century Avenue and Greenway Avenue serving the communities of Landfall and Oakdale. The proposed trail will build a Tier 1 RBTN alignment and connect community members to the future METRO Gold Line Greenway Avenue station, the Route 219, and other local destinations in an area where there is currently no infrastructure for cyclists or pedestrians. This project will build a safe and welcoming facility for those who are transit dependent or experience mobility issues in an area that is above the regional average level for population in poverty or populations of color.

## Summary of Benefits

» Create a safe, separated space for community members who walk or bike along Hudson Boulevard
» Encourage transit ridership and active living lifestyles through consistent multimodal access to transit stops and stations
» Build a Tier 1 Alignment of the Regional Bicycle Transportation Network and fill an existing gap
» Leverage the significant federal and local investments being made in the area


## West St. Paul CSAH 73 Oakdale Trail MULTI-USE TRAIL



Existing Conditions

## PROJECT DESCRIPTION

The West St. Paul CSAH 73 Oakdale Trail and sidewalk will complete a gap in the pedestrian and bicycle network of the City of West St. Paul and will provide safe transportation facilities in an area of high bicycle and pedestrian demand.

## PROJECT BENEFITS

» Provides local connections to the commercial area and transit corridor along nearby Robert Street
" Connects to the regional River to River Greenway and improves a short segment of the Greenway
» Fills a gap in one of the City's main northsouth off-road routes which has been designated as a priority connection
» Neighborhood residents and students at St. Croix Lutheran Academy will gain a safer area in which to travel and recreate
» Reduces east-west barrier of CSAH 73 by providing ADA-compliant intersection crossings
» Improves safety for pedestrians and bicyclists
» Improves access to transit

## PROJECT OVERVIEW

Length: 1.1 miles
Total Cost: \$2,232,000
Federal Amount: \$1,785,600
Match Amount: \$446,400

Proposed trail route


$$
\begin{aligned}
& \text { COON CREEK REGIONAL } \\
& \text { TRAIL AND PEDESTRIAN } \\
& \text { BRIDGE OVER COON } \\
& \text { RAPIDS BOULEVARD }
\end{aligned}
$$

## PROJECT MAP:



## PREPARED BY:

## APPLICANT:

City of Coon Rapids

## ROUTE:

CSAH 1
CITY WHERE PROJECT IS LOCATED:
Coon Rapids
COUNTY WHERE PROJECT IS LOCATED:
Anoka

## REQUESTED AWARD AMOUNT:

\$2,400,000
TOTAL PROJECT COST:
\$4,750,000

## PROJECT DESCRIPTION:

Coon Creek Regional Trail Crossing of Coon Rapids Crosses a Multimodal Transportation Network Barrier.
Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard, that allows pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. This pedestrian unease will increase as Coon Rapids Boulevard is widened due to the planned reconstruction occurring this year (see Anoka County 2010 Coon Rapids Boulevard Corridor Study) and as traffic volumes increase.
There is a need in for a pedestrian bridge or other separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the right of way and high traffic volumes, the portion of Coon Rapids Boulevard east of Avocet Street has a curving, somewhat rural highway feel which can lead to conflicts with pedestrians and cyclists if motorists don't recognize they are reentering an urbanized area that could have pedestrians crossing the street.
The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails.

## PROJECT BENEFITS:

- Increased safety for trail users due to grade separation over $31,000 v p d$ six lane highway with turn lanes
- More efficient regional trail crossing will reduce delays compared to existing at-grade crossing
- Facilitate continuous trips to regional destinations (Coon Rapids Dam Regional Park and Bunker Hills Regional Park)
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Enhances economic development in the Port Riverwalk development area
- Provides connections to high-frequency arterial bus route in suburban community

The Circle the Brick Trail project will fill a multiuse trail gap along CSAH 61, and an RBTN Tier 1 Alignment, in the City of Chaska utilizing the former C \& NW Railroad right-of-way. This new centralized community connection will connect over $50 \%$ of Chaska's population and $30 \%$ of the city's employment (within one mile) to the historic downtown business district, an existing SW Transit park and ride lot, and the future new location for the Carver County Library.

The 2 miles of new 10 ' wide paved ADA accessible trail will connect into the existing Southwest Regional Trail Connection at each end, thus filling the last gap in the former railroad corridor connecting Carver, Chaska, Chanhassen and into Eden Prairie. Locally, completion of this project will result in a 5 -mile continuous loop connecting Chaska's downtown, neighborhoods, core business areas, transit, parks, and regional and state trails. The southwest extent of this project starts in Athletic Park at a trail 'confluence' where two regional and one state trail merge. At the northeast extent, the trail provides connectivity for a 78 -unit townhouse development, surrounding single family homes, a nearby mobile home park and transit along Stoughton Ave.

The demand for this trail can be seen today with foot and bike paths in the grass boulevard of the proposed alignment leading to destinations along the highway and in the downtown. This trail has been documented as a need for many years, in both City and County planning documents and community engagement efforts, and has yet to be constructed due to its cost burden and direct connection into an existing at-grade crossing of the TH 41/CSAH 61 intersection. However, a pedestrian underpass of TH 41 is now fully funded and will be constructed in 2022 as part of a larger Downtown Highway 41 Improvements project. With that crossing addressed, the community is now ready to complete this segment and address the highway barriers.

This project is a key piece in other City, County, and MnDOT extensive planning and investments to improve safety and mobility for all users along TH 41 and CSAH 61 within and connecting to the downtown. This project will utilize the 2022 pedestrian underpass of TH 41 and connect into the downtown streetscape expansion along TH 41 from CSAH 61 to south of the Minnesota River Bridge.
Project connection to the near future Licensing Site, also home to the Carver County Library and 4,000 sq feet of retail. This includes a trail head with bike maintenance amenities and indoor public restrooms. To the southeast is the City Square West planned redevelopment for mixed retail and high density residential. City Council



CITY OF
MinnetonkA
HENNEPIN COUNTY minnesota

Project Location: East side of Hopkins Crossroad from Cedar Lake Road (CSAH 16) to Oak Knoll Terrace North

Federal \$ Request:
Federal: \$2,364,700
Local Match: \$591,100
Project Total: \$2,955,800

Project Benefits:

- Off street Trail construction
- Concrete curb and gutter to provide a buffer from the existing road
- ADA upgrades at all bus stops and street crossings
- Pedestrian refuge to provide safe crossing to and from LH Tanglen Elementary
- Ped Corridor from south to Metro Transit Park \& Ride allowing direct access to 120 bus trips/day, 15 min. travel to downtown, and over 140,000 jobs


## Hopkins Crossroad Multi-Use Trail

The need for a trail on Hopkins Crossroad comes directly from the City of Minnetonka residents through input received as part of the City's Trail Improvement Plan. The plan is a multi-year, annually reviewed plan intended to improve walkability and bikeability by maintaining and enhancing the city's trail and sidewalk system. Built from community engagement rooted in a city wide survey, comprehensive planning, individual stakeholder meetings, and routine community input heard by City Staff, the plan includes a citywide, prioritized list of 71 corridors needing trail improvements that will each provide health and safety benefits along corridors.

As the $2^{\text {nd }}$ highest unprogrammed corridor on the City's list, a feasibility study for the Hopkins Crossroad trail was completed in 2019 to provide more detailed insight on what it will take to implement the project. In addition to its high standing on the City's Trail Improvement Plan, the Hopkins Crossroad trail is listed in the Hennepin County 2040 Bicycle Transportation Plan and is a Tier 1 Corridor on Metropolitan Council's Regional Bicycle Transportation


No facilities or shoulder for pedestrians and cyclists along a Tier 1 corridor or at crossing to three schools

Network (RBTN) plan. The trail will provide connection to existing regional trails at its southerly limit at Cedar Lake Road, connection to a Metro Transit Park \& Ride facility adjacent to its northerly limit at Wayzata Blvd / I-394, and connection to LH Tanglen Elementary / Hopkins High School campus just east of the project.
Extensive coordination with Hennepin County Staff was completed regarding proposed trail and curb geometric requirements, other programmed County safety improvements to the corridor, funding, utility impacts, and right-of-way impacts.


The proposed Hopkins Crossroads Trail on the east side of Hopkins Crossroads (CSAH 73) between Wayzata Boulevard and Cedar Lake Road. The project will provide much needed safety and mobility improvements for pedestrians and cyclists and improve first/last mile connections to transit in the immediate area.

## Phillips Pedestrian Safety Improvements Project

2020 TAB Regional Solicitation for Federal Funding in FFYs 2024 and 2025

## Project Overview

The City of Minneapolis is requesting a federal grant to support pedestrian safety and accessibility improvements at intersections in the Midtown Phillips and East Phillips neighborhoods.

The proposed project will provide pedestrian safety and ADA accessibility improvements at select intersections along the Chicago Ave, E 24th St, and E 28th St corridors. All three project corridors are designated as High Injury Streets in the Minneapolis Vision Zero Action Plan and Pedestrian Priority Network routes in the draft Minneapolis Transportation Action Plan. The proposed safety improvements include:

- ADA pedestrian curb ramps
- Curb extensions (bump outs)
- Pedestrian refuge islands (medians)
- Rectangular Rapid Flash Beacons (RRFBs)
- Upgraded traffic signals


## Benefits

The improvements to be completed under this project will improve pedestrian safety and access for Phillips residents by:

- Narrowing roadways to reduce the time a pedestrian is exposed to traffic, increase pedestrian visibility, and provide traffic calming
- Making curb ramps ADA-compliant to improve accessibility and comfort for all users
- Installing Rectangular Rapid Flash Beacons and signal upgrades to provide pedestrian crossing priority and increase compliance of vehicles stopping for pedestrians

Requested federal amount: 1,000,000
Match amount: \$608,000


Project Area


Before Photo at Chicago Avenue and 28th Street

Total project cost: $\$ 1,608,000$

Project Schedule


If selected, improvements would be implemented in 2024 or 2025. Public Works plans to install temporary improvements ahead of any permanent improvements.

Contact: Ethan Fawley, Vision Zero Program Coordinator, Minneapolis Public Works
612-673-5983 |
ethan.fawley@minneapolismn.gov

HENNEPIN COUNTY minnesota

## Project name

Accessibility improvements along Glenwood Avenue
City
Minneapolis

## Commissioner district

2

Applicant
Hennepin County
Scoping manager
Jason Pieper

Project category
Pedestrian
Scoping form revision date
4/23/2020

## Project summary

Retrofit of pedestrian ramps and signals to be fully compliant

## Project description and benefits

This project will replace or install accessible pedestrian ramps at various intersections and add accessible pedestrian signals intersections of Glenwood Avenue (CSAH 40) in Minneapolis to improve access along the corridor and to Metro Transit C Line arterial bus rapid transit 0.25 mile north. Should the Blue Line light rail transit extension (Bottineau LRT) be constructed, it would follow the current $C$ Line alignment and the C Line along Olson Memorial Highway (TH 55) would move to Glenwood Avenue. The project would then serve two METRO lines in an area of concentrated poverty.
This 0.9-mile corridor runs from Penn Avenue (CSAH 2) to Bryant Avenue North, where Hennepin County is reconstructing the roadway with accessibility improvements into downtown Minneapolis at MnDOT's multimodal hub in the ABC Ramps. The project is within an area of concentrated poverty where more than half of residents are people of color. The corridor has two schools, churches, a mosque, senior housing and affordable housing. The A-Minor Reliever carries about 5,900 motor vehicles per day, 80 people biking per day (average over the year; more in good weather) and 230 pedestrians per day at Penn Avenue. The roadway configuration has two general lanes and buffered bike lanes with onstreet parking on one side of the street. The corridor has sidewalks on both sides.
The corridor is a pedestrian access barrier to both downtown and the C Line. Without detectable surfaces, accessible pedestrian signals and compliant ramps, the people who rely on transit the most cannot safely access it.


## Project timeline

Scoping: Q1 2020
Design: TBD
R/W Acquisition: TBD
Bid Advertisement: TBD
Construction: 2024

## Project delivery responsibilities

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

Project budget Planning Level Construction: \$

1,265,000
Cost estimate year: 2020
Construction year:
2024

## Regional significance

Provides access to C Line arterial bus rapid Provides access to future Blue Line LRT extension Connects north Minneapolis to downtown Links pedestrians to Theo Wirth Regional Park Creates accessible connections in affordable area
44.

# Suburban Avenue \& Burns Avenue Sidewalk Infill 

## Project Summary

## Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct one mile of sidewalk along the south side of Suburban Avenue between White Bear Avenue and Burns Avenue, and along the south side of Burns Avenue between Suburban Avenue and McKnight Road. The project will result in a new ADA compliant sidewalk connecting residential neighborhoods with retail opportunities, daycare facilities, a school, bus stops, and Battle Creek Regional Park.

The project will also reconfigure the outdated intersection of Burns Avenue and Suburban Avenue, which features large radius turns for vehicles that promotes higher speed turns. The project will prioritize narrowing the size of the intersection as much as possible to encourage slower speeds, shorter pedestrian crossing distances, and ADA compliance.

Cost: \$1,000,000 federal; \$250,000 local; \$1,250,000 total

## Project Location:



## Existing Conditions:

Transit Patrons wait for a bus near a well-worn dirt path beat into the grass through repeated pedestrian use.

45.

## Highway 41 Pedestrian Improvements in Historic Downtown Chaska

## Project Location:

Highway 41 and 61 in
Historic Downtown Chaska

Federal Funds Request:
Federal Amount: \$1,000,000
Match Amount: \$754,000
Project Total: \$1,754,000
Match Percentage: 43\%

Regional \& Local Investments: The importance of the Trunk Highway 41 corridor through Downtown Chaska is regionally recognized with the following secured funding awards to reconstruct the Trunk Highway:

- \$4M in Minnesota Highway Freight (2017)
- $\$ 3.5 \mathrm{M}$ in MnDOT Transportation Economic Development (TED) (2019)

Locally, over \$100M in public investments in Downtown Chaska have been occurring and are still on going, including:

- $\$ 30 \mathrm{M}$ in infrastructure improvements
- $\$ 28 \mathrm{M}$ in the development Fireman's Park, Chaska Curling Center, and Chaska Event Center
- Next 2-3 year redevelopment of the City Square West Block and new Licensing Center and Library

The Highway 41 Pedestrian Improvements Project will enhance the livability and streetscape environment along Historic Downtown Chaska's "Main Street" also functioning as Trunk Highway 41.This project is part of a larger Highway 41 Improvements Project that will address safety and mobility for all users on a Principal Arterial roadway carrying over 18,000 vehicles per day and one of just three Minnesota River crossings in the SW Metro.


Through an extensive partnership between the City of Chaska, MnDOT, and Carver County, a shared vision for Highways 41 and 61 and historic downtown Chaska was developed. The roadway portions are fully funded, including a pedestrain underpass of Highway 41, and slated for construction beginning summer of 2022, with the streetscaping being the final vision component in need of funding. These improvements include:

- Street trees for beautification, shade, and traffic calming;
- Bike racks to increase bike parking and promote usage;
- Stormwater mitigating planting beds, to assist with water runoff;
- Seating throughout the corridor to encourage gathering;
- Planters for beautification and buffers between pedestrians and roadway;
- Bollards for safety buffers between pedestrians and roadway;
- Pedestrian-scale lighting for safety and visibility;
- Median enhancements to encourage use of designated crossings;
- Wayfinding to promote economic activity.

This project will create safe and inviting spaces, enhance downtown accessibility, and encourage economic activity. The City and its partners are excited to leverage this opportunity to finalize a unique multi-modal roadway design, with supportive streetscaping and pedestrian-oriented facilities.

46.

(i)Inver Grove Heights ADA Ped Ramp Improvements
PEDESTRIAN FACILITIES

## PROJECT DESCRIPTION



Project Location \#18, example of existing pedestrian curb ramp in need of replacement to comply with ADA standards

The Inver Grove Heights ADA Ped Ramp Improvements project will result in the replacement of thirty pedestrian curb ramps within the City of Inver Grove Heights. Work will include demolition and removals of existing curb ramps, replacement of concrete and installation of truncated domes at each location, and new curb ramps will tie into existing sidewalk or multiuse trails to ensure a clear, accessible path of travel to and from roadways to existing pedestrian and bicycle trail and sidewalk facilities.

## Project Location: Inver Grove Heights

| Requested Award Amount: | $\$ 250,240$ |
| :--- | :--- |
| Total Project Cost: | $\$ 312,800$ |

PROJECT AREA


## PROJECT BENEFITS

» Provides an accessible path of travel between the roadway and sidewalk or trail at roadway intersections
» Improves connections within the existing city-wide network of multiuse trails and sidewalks
" Improves the daily experience of seniors, people with disabilities, children, families with strollers, and all pedestrians
» Improves the daily experience of transit users and bicyclists
» Strengthens connections to commercial areas, residential areas, and community destinations such as Inver Hills Community College
» Completes a significant portion of the 2017 ADA Transition Plan for the City of Inver Grove Heights

[^1]47.

There is no summary available for this project.
48.

There is no summary available for this project.

# CSAH 12 Sidewalk Pedestrian Facilities 

## Project Location

CSAH 12 (75th St) between Ideal Avenue and the Mahtomedi school campus entrance, on the border of the cities of Mahtomedi and Grant.

## (\$) Funding Request

Federal: \$ 256,800
Local Match: \$ 64,200
Project Total: \$ 321,000

## (G) <br> Project Goals

» Complete gap in bike/ped network
» Ensure safe path along and across CSAH 12
» Connect community to school, trail network, and other resources

## Project Summary

The Mahtomedi school campus and athletic facilities, the regional trail system, and other community resources are located on the north side of CSAH 12. However, there is no existing sidewalk or trail along the south side of CSAH 12, nor is there a designated crossing to safely connect community members to the south of CSAH 12 to those resources. The proposed project adds a pedestrian facility along the south side of CSAH 12, a signalized crossing with a pedestrian refuge, and a connection into the school grounds. This critical pedestrian infrastructure ensures that all community members - particularly children - have safe access by foot and bike to resources like the school campus, athletic facilities, and the regional trail system - including the nearby Gateway State Trail.

## Summary of Benefits

» Connects neighborhoods to the south of CSAH 12 to community resources to the north of CSAH 12
" Ensures pedestrians and bicyclists have a safe, dedicated route to travel along and cross a busy county road
» Completes gap in the regional bike/ped network
» Responds to a community-identified need

## Adjacent Resources

» Mahtomedi High School
» Mahtomedi Middle School
» Wildwood Elementary
» MPS Athletic Facilities
» Gateway State Trail
» Other regional trail facilities
» St. Andrew's church and community resource center


# Columbia Heights Safe Routes to School $49^{\text {th }}$ Avenue Area Improvements 

Applicant, Location, \& Route: City of Columbia Heights at 9 locations identified in pedestrian and bicycle studies.

## $(93)$

## Application

Category:
Safe Routes to School Infrastructure

Information:
Requested Award Amount: \$484,400
Local Match: \$121,100
Project Total: \$605,500

Match \$ Sources:

- City of Columbia Heights


## Project Description

The project is designed to fill gaps in the pedestrian and bicycle system in and around Highland Elementary School, Columbia Heights High School, Columbia Academy, and Valley View Elementary School in Columbia Heights and Hilltop. The improvements are generally described as follows:

Along 49 ${ }^{\text {th }}$ Avenue, the project consists of the following improvements:

- Pavement rehabilitation and new crosswalk on the north leg of the Johnson Street intersection,
- New pedestrian ramps (6), new crosswalk markings (2) and defined walking paths (260 ft of sidewalks) at Fillmore Street (north of $49^{\text {th }}$ Avenue),
- New pedestrian ramps (2) and new crosswalk markings at Fillmore Street (south of $49^{\text {th }}$ Avenue),
- New pedestrian ramps (2) and new crosswalk markings at Grand Avenue,
- New pedestrian ramps (3), new crosswalk markings and 155 ft of sidewalk at Jackson Street, and
- New crosswalk markings at Madison Street.

Along the easterly boulevard of Monroe Street, from $49^{\text {th }}$ Avenue to $471 / 2$ Avenue, 860 ft of new sidewalk and new pedestrian ramps (2) will be constructed.
Across ISD No. 13 property, from $471 / 2$ Avenue to the school parking lot, 430 ft of new sidewalk will be constructed.
Along $47^{\text {th }}$ Avenue, 730 ft of new sidewalk and new pedestrian ramps (4) will be constructed.

## Project Benefits

The proposed 49 ${ }^{\text {th }}$ Avenue Area Improvements would:

- Increase safety for vehicles, bicycles, and pedestrians at 9 locations along the corridor.
- Increase pedestrian traffic and reduce vehicular traffic along the corridor by creating a safer walking environment.



## PROJECT DESCRIPTION

The Bidwell Street Sidewalk Improvements project will provide a sidewalk along an important corridor for students to walk and bike comfortably and safely to and from Moreland Elementary and Heritage Middle School in West St. Paul. The project includes a sidewalk along 3,700 ft of Bidwell Street, along with a boulevard, curb ramps, signage, and pedestrian crosswalk markings.


| Project Location: | West St. Paul |
| :--- | :--- |
| Requested Award <br> Amount: | $\$ 640,000.00$ |
| Total Project Cost: | $\$ 800,000.00$ |



Existing Site Photo: Bidwell Street looking south from Butler Avenue at Heritage Middle School. A path has been worn in the project location, where students typically walk to avoid sharing the road with vehicles.

## PROJECT BENEFITS

» Provides local pedestrian access to areas of high density housing.
» Provides a pedestrian connection to service two public transit corridors (Bidwell Street and Thompson Avenue).
» Completes a gap in the sidewalk network, identified in the 2011 Bicycle and Pedestrian Plan, as well as the 2011 Safe Routes to School Plans.
» Connects pedestrians to popular community destinations such as Charles Matson Field.
» The proposed sidewalk provides an alternative north-south route to Charlton Street, a collector street with twice as much traffic as Bidwell Street, located one block west of Moreland.
» Through pedestrian crosswalk markings and curb ramps integrated into the project design, the sidewalk improvements will serve parents with strollers, people who use mobility aids, and seniors.


## Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL

## PROJECT IMAGES

## Existing Site Conditions



Project Area - View Locations


Existing Site Photo: Bidwell Street looking south from Butler Avenue at Heritage Middle School. A path has been worn in the project location, where students typically walk to avoid sharing the road with vehicles.


Existing Site Photo: Bidwell Street looking north from Thompson Avenue. The Bidwell Street Sidewalk Improvements will provide pedestrian connections to single family and multi-family residences, as shown here.


Existing Site Photo: 4-way stop along Bidwell Street at the intersection of Moreland Ave W, facing north, to the east of Moreland School. The Bidwell Street Sidewalk Project will provide safer pedestrian crossings to connect residents to schools.


# MN 41 Safe Routes to School Pedestrian Underpass Project 

Applicant, Location, \& Route: City of Chaska, Highway 41/Highway 10 intersection

Application
Category:
Safe Routes to School Infrastructure

Funding
Information:
Requested Award Amount: \$933,360
Local Match: \$233,340
Project Total: \$1,166,700

Match \$ Sources:

- City of Chaska
- Carver County


## Project Description

The MN 41 Safe Routes to School Pedestrian Underpass Project would construct a gradeseparated crossing (pedestrian underpass) of the northern leg of Trunk Highway 41 at its intersection with Highway 10 (Engler Boulevard) in the City of Chaska. The Chaska Middle School East, Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center are all located in the northeast quadrant of the intersection and would be served by the underpass improvement. The intersection poses the following barriers to safe routes to school:

- Parents, and other participants in the public process, have the perception that crossing Highway 41 is unsafe due to heavy traffic and congestion. They stated this is a major factor in their decision not to allow children to walk/bike to the schools from neighborhoods west of Hwy 41. Many suggested they would use a pedestrian underpass if provided.
- The intersection has exhibited elevated vehicle and pedestrian crashes in the past. City of Chaska staff believe the only long-term solution for pedestrian safety at this intersection is grade-separation for the safety of residents and City staff.
- Pedestrians must cross five lanes of traffic (six proposed with intersection expansion improvements) carrying 19,800 to 21,100 vehicles per day on a principal arterial roadway.
- The White Oak/Royal Oak neighborhood is adjacent to Highway 41 and is within a distance that typically wouldn't receive bussing. However, ISD112 recognizes this intersection as a hazard area and currently provides bussing for children here.
- Patrons of the Chaska Community Center have also suggested they would walk/bike to the Center more if improvements to trail facilities were implemented.

Improvements are part of the improvement implementation strategy resulting from the larger Highway 10 Corridor Study process, which has identified significant safety and mobility improvements along the corridor from Hwy 43 in Laketown Township, east to Hwy 61 in Chaska.

## Project Benefits

The proposed underpass at Hwy 41 would:

- Provide parents confidence to allow children to walk/bike to school from neighborhoods west of Highway 41 thus increasing public health benefits.
- Maximize safety for all users along a trail that is designated a Tier 2 Trail Corridor on the RBTN and a Carver County Linking Trail that is connected regionally.
- Increase intersection safety for both vehicles and pedestrians providing a safe pedestrian/bicycle route to Chaska Schools and the Community Center.



## Project Overview

The City of Minneapolis is requesting a federal grant to fund the Green Central Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along East 34th Street from east of 4th Avenue South to 10th Avenue South and along 10th Avenue South or 11th Avenue South from East 34th Street to Midtown Greenway/East 29th Street.

Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- An upgraded traffic control device with APS push buttons
- Additional roadway traffic calming features (e.g., traffic circle, traffic diverter)
- Additional lighting
- Installation of sidewalk and multiuse trail to close existing gaps in the bicycle and pedestrian network.


## Benefits

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

Requested Federal Amount: \$1,000,000
Total Project Cost: \$1,991,000


Project Area


Existing Conditions on East 34th Street

## Project Schedule



If selected, improvements would be implemented in 2024 or 2025. Minneapolis Public Works plans to install temporary improvements ahead of any permanent improvements.

## Contact: Amy Morgan

Associate Transportation Planner Transportation Planning \& Programming Minneapolis Public Works
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54.

## Crossroads Elementary Safe Routes to School

## Project Summary

Applicant: City of Saint Paul
Project Summary: The City of Saint Paul is proposing to construct 0.6 miles of sidewalk along neighborhood streets near Crossroads Elementary School. The project will also construct a new sidewalk along Front Avenue between Dale Street and Mackubin Street, providing access along a busy collector roadway, transit stops, commercial and retail properties, and neighborhood residences, in addition to Crossroads Elementary. The project will also address ADA compliance at all pedestrian ramps adjacent to the new sidewalks. The project is a partnership between the neighborhood, the school, and the City to ensure that walking is safe and attractive throughout the neighborhood.

Cost: \$720,000 federal; \$180,000 local; \$900,000 total

## Project Location:



## Existing Conditions:

This image shows a sidewalk gap along the south side of Front Avenue.


## Project Name:

Applicant: City of Mahtomedi
Project Location: Warner Road: South O.H. Anderson School entrance to 150 feet south of Bevins Lane $72^{\text {nd }}$ Street North: Warner Road to Glenmar Avenue
Total Project Cost: \$419,479
Requested Federal Amount: \$335,583
Local Match: \$83,896 (20\% of total)

## Project Description:

The City of Mahtomedi is proposing a new sidewalk on the south side of $72^{\text {nd }}$ Street North from Warner Road to Glenmar Avenue and new sidewalk on the west side of Warner Road from the south O.H. Anderson Elementary School access to 150 feet south of Bevins Lane. A new raised crosswalk with Rectangular Rapid Flashing Beacon (RRFB) is also proposed along Warner Road at the south O.H. Anderson Elementary School entrance. A diverse committee of community representatives and significant parent input led to identification of the proposed project as an important need in the Mahtomedi Safe Routes to School Plan. The project addresses critical existing sidewalk gaps preventing O.H. Anderson Elementary School students from safely biking and walking to school.

## Key Project Benefits:

- Completes gaps in the existing sidewalk network along Warner Road and $72^{\text {nd }}$ Street North
- Provides new raised crosswalk and a Rectangular Rapid Flashing Beacon (RRFB) along Warner Road south O.H. Anderson Elementary School access
- Reduces risk of crashes and conflicts between bicycles/pedestrians and vehicles

Key Connections:

- O.H. Anderson Elementary School
- Tier 1 RBTN Corridor


## Project Area:




[^0]:    Project Risks \& Uncertainities

    - Potential for scope creep given the nearby interchange design (full cloverleaf) that is not typical for this area

[^1]:    Project Area

