

**Project Name:** Embracing East Metro Transit Expansions Through Events  
**Applicant:** Move Minnesota  
**Project Location:** Events and communities in the East Metro connected by High Frequency Network lines  
**Requested Award Amount:** \$492,349  
**Total Project Cost:** \$615,437

## Project Description & Benefits

Embracing East Metro Transit Expansions Through Events is an innovative TDM project to change the behavior of people attending events in the East Metro, using events and destinations as an entry point to encourage longer-term behavior change.

By bringing people aboard transit, we hope to reduce congestion around events and destinations in the East Metro. From there, we intend to use messaging and programming to transform one-time and infrequent riders into confident, regular transit users. Saint Paul is an emerging hub of the rapidly expanding METRO network. This is an opportunity to transform the travel patterns of communities not just within Saint Paul, but East Metro communities that have not previously had access to fast, frequent transit.

Transportation is often left outside the gate and the ticket line. In this 2-year project, Move Minnesota will partner with

publicly accessible event venues, festivals, and destinations to implement the following strategies:  
 —Move Minnesota will use incentives and engagement to bring transit into the event experience—as communications before traveling to the event; at the event, highlighting the positives of taking transit to the event; and/or as guests depart, when there’s a crucial window to offer and inform people on transit options to ease their travel next time around.

—We will build relationships so venue owners, entertainment institutions, and their economic ecosystem understand the benefits of transit use and can take advantage of an infrastructure optimized for moving large groups of people and amplifying walkability. Through offering incentives, either direct (transit fares) or indirect (giveaways, prizes, or discounts), we will demonstrate the value of robust transit demand management for events large and small, as well as reach people who may not be touched by traditional TDM programming.

—We will collect contact information alongside incentives in order to engage with people who use these incentives post event, using a toolkit that combines incentives, communications, in-person education, and online education to support converting people to regular transit riders.

This project is innovative because (1) it reduces congestion and VMT at moments of maximum congestion and demand, including interactions between evening commute travel and event start times, which have overlapping evening windows, (2) it focuses on a regional geography where people are experiencing a dramatic increase in the speed, frequency, and quality of the transit options available to them, and (3) maximizes opportunities to incentivize long-term behavior change at a moment when people are inclined to be considering mode shift.

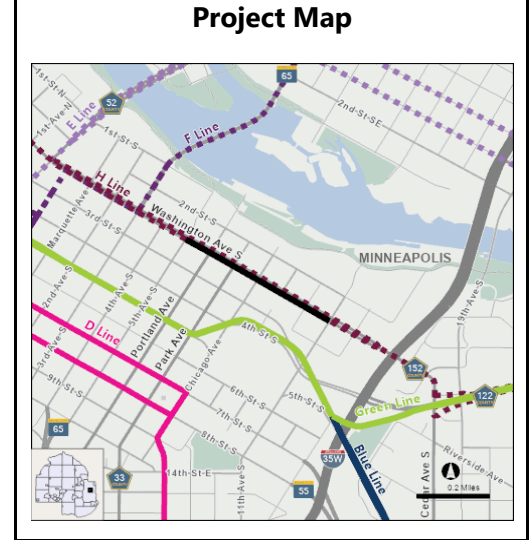


*Move Minnesota engages the public about the benefits of shifting trips at a local event; staff will build on this experience and experience with other larger-scale events to shift trips*

# CSAH 152 (Washington Ave) Bikeway Project

Attachment 01 | Project Narrative

<b>Project Name</b>	
CSAH 152 (Washington Ave S) Bikeway Project	
<b>City(ies)</b>	
Minneapolis	
<b>Commissioner District(s)</b>	
4	
<b>Capital Project Number</b>	<b>Project Category</b>
2221000	Multimodal Safety (Corridor)
<b>Scoping Manager</b>	<b>Scoping Form Revision Dates</b>
Clare Riley	10/17/2023



**Project Summary**  
Multimodal safety improvements along Washington Avenue S (CSAH 152) from 5th Ave S to 11th Ave S in the City of Minneapolis.

**Roadway History**  
The current configuration of Washington Avenue S (CSAH 152) includes a four-lane divided typical section with on-street bike lanes, sidewalk facilities, and parking lanes on both sides. This A-minor reliever is heavily used by both bicycle and motor vehicle commuter traffic, and crossing distances for people walking are relatively long. There is no vertical separation along Washington Avenue S (CSAH 152) between people biking, driving, and parked vehicles. On-street parking and commercial uses throughout the corridor creates additional conflict points between people biking and people driving, including bus transit operations. Left turns at several intersections include protected and permissive operations with a negative left turn offset, leading to conflicts between left turning vehicles and nonmotorized users.

**Initial Project Timeline**

Scoping:	Q1 2023 - Q4 2024
Design:	Q1 2025 - Q4 2027
R/W Acquisition:	Q1 2026 - Q4 2027
Bid Advertisement:	Q1 2028
Construction:	Q2 2028 - Q4 2029

**Project Delivery Responsibilities**

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

**Project Description and Benefits**  
The project objectives include improving safety, comfort, and accessibility along Washington Avenue S (CSAH 152); with a focus on introducing complete streets design strategies to promote traffic calming and the creation of an All Ages and Abilities bikeway. Intersections are anticipated to be redesigned to incorporate curb extensions to slow turning vehicles. Also, the project will introduce a protected bikeway design to provide better separation from people driving and parked vehicles. Protected intersection designs will be evaluated at several signalized intersections across the corridor to provide safe crossings for north/south bicycling operations. A protected bikeway will also provide safe first and last mile connections to the proposed H Line arterial bus rapid transit service along Washington Avenue S (CSAH 152). Lastly, ADA accommodations will be upgraded, including the installation of APS, to promote accessibility.

Project Budget -	Project Level
Construction:	\$ 7,360,000
Cost Estimate Year:	2023
Construction Year:	2028
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 8,130,000
Design Services:	\$ 1,630,000
R/W Acquisition:	\$ 560,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 650,000
Contingency:	\$ 2,440,000
<b>Total Project Budget:</b>	<b>\$ 13,410,000</b>

**Project Risks & Uncertainties**  
No project risks and uncertainties identified at this time of application submittal.

**Funding Notes**  
Hennepin County is pursuing federal funds that will likely be administered through FHWA, whereas, Metro Transit's federal funds for the H Line ABRT Project will likely be administered through FTA.

# NORTHSIDE GREENWAY PHASE 2

Fostering a safer, healthier, and more connected community.



## Project vision

- Advance **health equity** in Minneapolis
- Create a **low-stress place for people to walk and bike**
- Provide **green urban space** as an area for recreation and community connection
- **Engage and work with the community** throughout the planning process

## Overview

- Phase 2 of the Northside Greenway is a 1.9 mile route on Irving Ave N, Humboldt Ave N, and Elwood Ave N from 26th Ave N to 4th Ave N/Van White Memorial Blvd
- Traffic calming and safety improvements to slow car speeds
- Includes walking and biking improvements and green space

## What's next

- Build a community engagement plan that centers underinvested communities in planning process
- Provide a space for people to share their thoughts, feedback, and experience
- Help shape the design through community input

## Phase 2 Project schedule

2024-2026	2026-2027	2028
Planning	Design	Construction

## Goals



**BETTER PATHWAYS FOR WALKING**



**IMPROVED ROUTES FOR BIKING**



**SAFER, HEALTHIER STREETS**



**COMMUNITY GREEN URBAN SPACE**

## Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

## Contact us

**Peter Bennett, Transportation Planner - Public Works**  
 ☎ 612-289-5282 ✉ peter.bennett@minneapolismn.gov

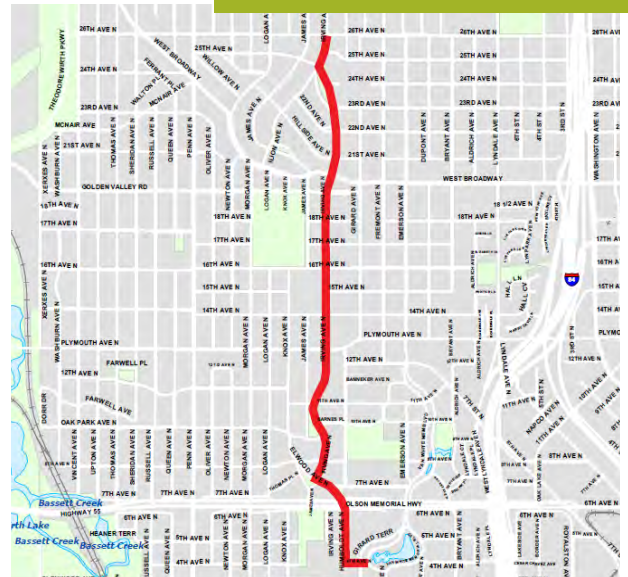
**Gustave Stewart, Associate Transportation Planner - Public Works**  
 ☎ 612-240-3457 ✉ gustave.stewart@minneapolismn.gov

## For reasonable accommodations or alternative formats:

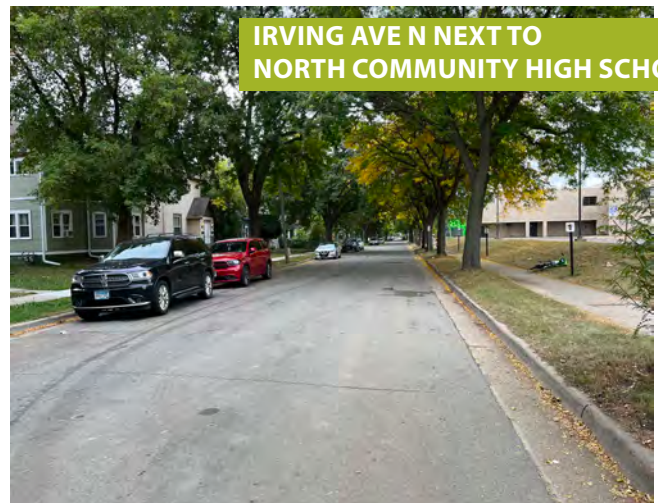
People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

## NORTHSIDE GREENWAY PHASE 2



## IRVING AVE N NEXT TO NORTH COMMUNITY HIGH SCHOOL



## Learn more & stay engaged

Visit our webpage online at:

[MinneapolisMN.gov/northsidegreenway](https://MinneapolisMN.gov/northsidegreenway)

## University Avenue and 4th Street Separated Bicycle Facilities

### Project Summary

**Applicant:** City of Minneapolis

**Total Project Cost:** \$8,360,130

**Requested Federal Dollars:** \$5,500,000

**Project Location:** University Avenue and 4th Street



### Project Description:

The University Avenue and 4th Street Separated Bicycle Facilities project will improve the safety of all transportation modes along these 1.2- mile one-way pair corridors from Central Avenue (TH 65) to I-35W, highly utilized urban routes between downtown Minneapolis and the University of Minnesota Twin Cities college campus. The Average Daily Traffic (ADT) along University Avenue ranges from 10,500 to 14,500 vehicles per day, and 9,900 to 13,100 vehicles per day on 4th Street. Both roadways experience high volumes of bicycle and pedestrian traffic throughout the corridor. University Avenue currently carries 530 cyclists per day, while 4th Street experiences 480 cyclists per day.

The University Avenue and 4th Street corridors currently have on-road bike lanes delineated from vehicles with a striped pavement marking. Bicyclists find this an uncomfortable experience with the increased risk of vehicle-bicycle conflicts. Between 2013 and 2023, 28 injury crashes were reported involving pedestrians and cyclists (14 injuries by type). The Minneapolis Vision Zero Plan has identified University Avenue as a High-Injury Street and 4th Street as a Previously Identified High Injury Street to monitor. Additionally, the Minneapolis Transportation Action Plan designates the project corridors as near-term low-stress bikeways on the All Ages Ability (AAA) Network. This is due to existing traffic volumes and the current bike lanes with no physical separation from motor vehicles.

To address safety issues and gaps within the AAA network, the goal of this project is to enhance the existing on-street arrangement by introducing one-way protected bike lanes along both corridors. This will help to reduce the exposure of bicyclists and minimize their interaction with motor vehicles along the corridor. Additional project improvements:

- Sidewalk on both sides of University Avenue and 4th Street,
- Curb extensions and ADA ramps at intersections,
- New traffic signals (Accessible Pedestrian Signals) at University Avenue and 4th Street intersections, and
- Associated transit improvements on University Avenue and 4th Street.

# 34TH ST NEIGHBORHOOD GREENWAY

A safer street for all users

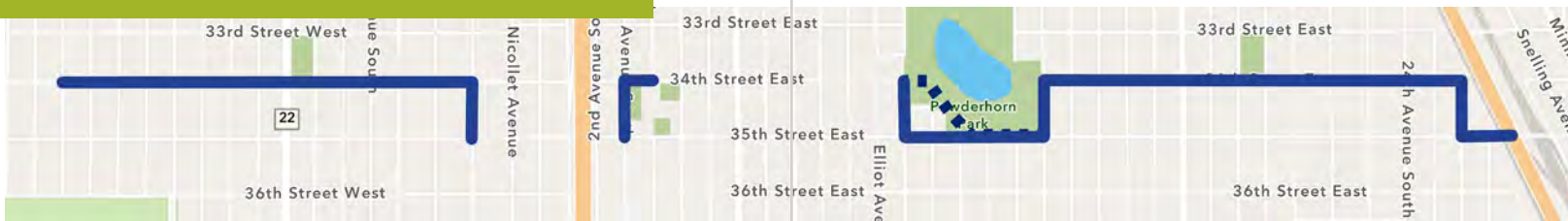
## Project goals

- Make it easier and safer to walk, bike, and roll
- Create a calmer neighborhood street for all users of all ages and abilities
- Improve access to neighborhood destinations
- Address traffic safety needs at high injury street intersections

## Here's what we know

- Identified as a near-term low-stress bikeway and intersects with high injury streets
- Route will connect Lyndale Community School and Green Central Elementary School with Painter Park, Powderhorn Park, and Corcoran Park
- Focus on traffic calming and improving safety and comfort, especially for people walking and biking

### 34TH ST FROM HENNEPIN AVE TO HIAWATHA AVE



## Types of Improvements

- Curb-protected bikeway, bicycle boulevard
- Traffic calming may include traffic circles, speed humps, medians, diverters, signage, pavement markings, etc.
- ADA pedestrian ramp upgrades

## What's next

- Community engagement
- Coordination with project stakeholders, such as Minneapolis Public Schools, Minneapolis Park and Recreation Board and Hennepin County
- Begin developing concept layout

### EXISTING 34TH ST



## Project schedule

2025-2027	2027-2028	2029	2029
Planning	Design	Construction	Completion

## Our Goals



**BETTER  
 PATHWAYS  
 FOR  
 WALKING**



**IMPROVED  
 ROUTES  
 FOR  
 BIKING**

## Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

## Contact us

**Fontaine Burruss, Transportation Planner - Public Works**  
 ☎ 612-673-3614 ✉ Fontaine.Burruss@minneapolismn.gov  
**Ryan Ackerman, Associate Transportation Planner - Public Works**  
 ☎ 612-791-1670 ✉ Ryan.Ackerman@minneapolismn.gov

### For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800  
 - Hadii aad Caawimaad u baahantahay 612-673-3500.



# CP Rail Regional Trail

## North Segment | New Construction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of 2.9 miles of regional trail in Crystal and New Hope, upgrading 1.1 miles of existing trail to meet regional trail standards in Golden Valley, installing road crossing improvements (i.e., adding APS at Rockford Road (CSAH 9), and adding critical wayfinding and support facilities along the entire 5.7 mile trail corridor between the Luce Line Regional Trail and Crystal Community Center.

This project builds off planned construction of a 1-mile regional trail segment to the north connecting to Becker Park, the Crystal Lake Regional Trail, and METRO Blue Line LRT Extension: Bass Lake Road Station and a new grade-separated trail crossing of TH 55 to the south connecting to the Perpich Center for Arts Education.

### Location & Route

Between the Luce Line Regional Trail and Crystal Community Center along Douglas Drive (CSAH 102) between 32nd Ave, Nevada Ave, 36th Ave, Winnetka Avenue (CSAH 156), Quebec Avenue, and 49th Avenue/Fairview Avenue in New Hope, Crystal, and Golden Valley, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Kelly Grissman,  
Director of Planning  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-694-7635  
Kelly.Grissman@  
threeriversparks.org

### Funding Information

**Requested Award:**  
\$5,500,000

### Local Match:

\$1,575,384

### Total Construction Cost

\$7,075,384

### Project Elements

- Construct a new, urban 2.9 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing roadways where feasible to lessen the impact to neighboring properties
- Improve 1.1 miles of existing trail to meet regional trail standards
- Meet all ADA requirements including improving 45+ curb ramps and adding APS at Quebec Ave and CSAH 9/Rockford Rd.
- Upgrade 1 CP Rail crossing at 49th Ave.
- Relocate associated above and underground utilities, if needed
- Add/improve directional wayfinding, informational kiosks, and rest stops along entire project corridor

### Project Benefits

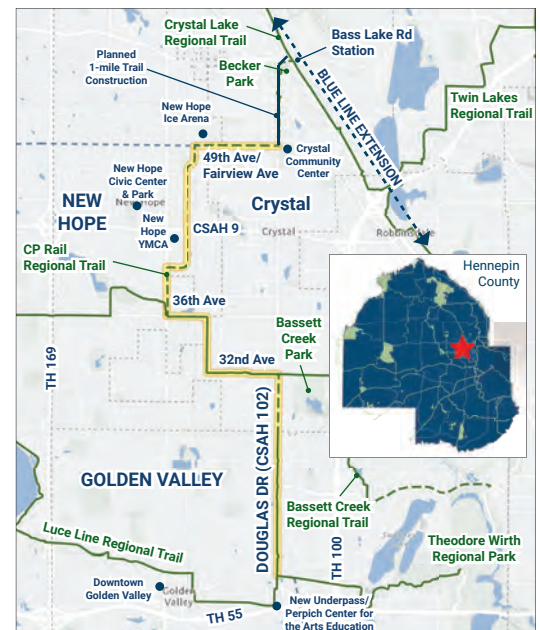
- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Connects people and destinations: YMCA, Lifetime Fitness, Crystal Community Center; Bassett Creek, Valley Place, Northwoods, Sunnyside, and John Grogan parks; Crystal, Bassett Creek, and Luce Line Regional Trails; RBTN routes (1 Tier 1 Alignment, 1 Tier 2 Alignment, and 2 Tier 2 Corridors); and METRO Blue Line LRT Extension and four bus routes.
- Provides a protected bikeway to 72,546 people - connecting them to 39,367 jobs within 1 mile of the project area.

### Existing Corridor Conditions



**CP Rail Regional Trail:** This project improves a CP Rail crossing (left photo) along Fairview Ave (pavement, ADA, width, drainage) and includes narrowing a segment of Douglas Drive (CSAH 102) (right photo) and constructing a new trail segment within existing ROW.

### Location



# CSAH 42 Trail Gap Project

## Multiuse Trails & Bicycle Facilities

### Project Summary

The project will add multiuse trail to a high-speed principal arterial through one of Burnsville's highest concentrations of shopping, entertainment, employment, and services. The mixed-use area will continue to develop as large projects, such as Burnsville Center Village, bring new business and housing. A history of bicycle- and pedestrian-involved crashes demonstrates current use and highlights urgent safety issues associated with the lack of adequate multimodal facilities. This is particularly concerning given the area's high share of disadvantaged residents relative to the region.

The project will close a key gap in the trail system along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue. When complete, the CSAH 42 trail will extend nearly five miles across Burnsville, connecting users between Savage and Apple Valley. Improvements will replace 1.2 miles of 5' sidewalk on the north side of CSAH 42 with 10' multiuse trail. The project will provide safety and accessibility enhancements at 12 driveway and intersection crossings along the path.



### Project Location

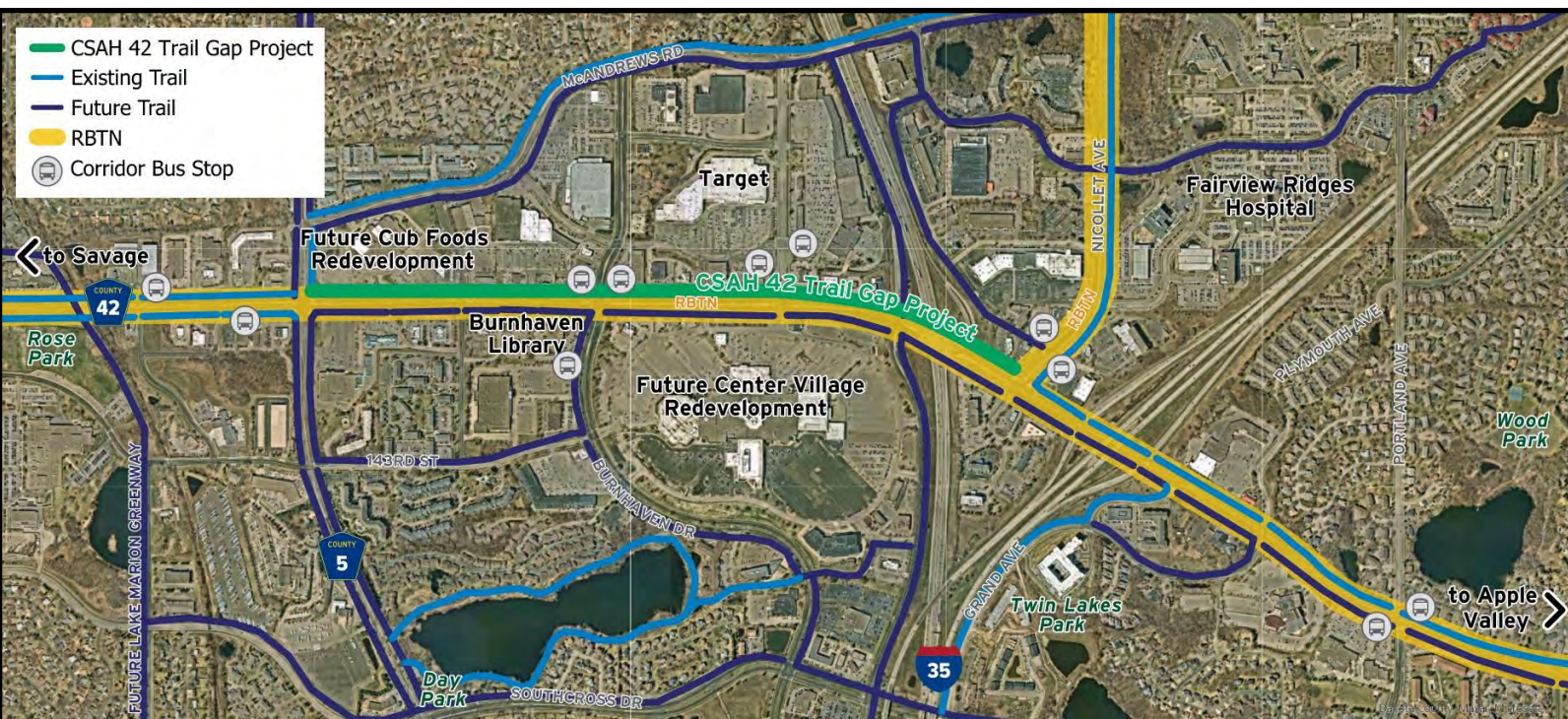
- ◆ CSAH 42 from CSAH 5 to Nicollet Avenue in the City of Burnsville

### Funding Request

- ◆ Federal: \$1,444,000
- ◆ Local Match: \$361,000 (20%)
- ◆ Project Total: \$1,805,000

### Summary of Project Benefits

- ⇒ Closes a key gap in the trail system along the north side of CSAH 42 between CSAH 5 and Nicollet Avenue
- ⇒ Addresses urgent safety concerns along the corridor caused by the lack of bicycle facilities, which results in the crowding of users on the sidewalk, discourages non-motorized travel, and may push bicyclists onto the roadway
- ⇒ Provides safe and ADA-compliant non-motorized access to the numerous jobs, commercial destinations, and services located along the corridor
- ⇒ Enhances multimodal connectivity by filling a RBTN Tier 2 Corridor gap and connecting to recent trail investments made by the City of Burnsville along a RBTN Tier 1 Corridor. Will also link to the future Lake Marion Greenway Trail
- ⇒ Creates a continuous five-mile trail on CSAH 42 that extends across Burnsville and connects users to the neighboring cities of Savage and Apple Valley



# CSAHs 33/35 (Park Ave and Portland Ave) Phase 2 Bikeway Project

Attachment 01 | Project Narrative

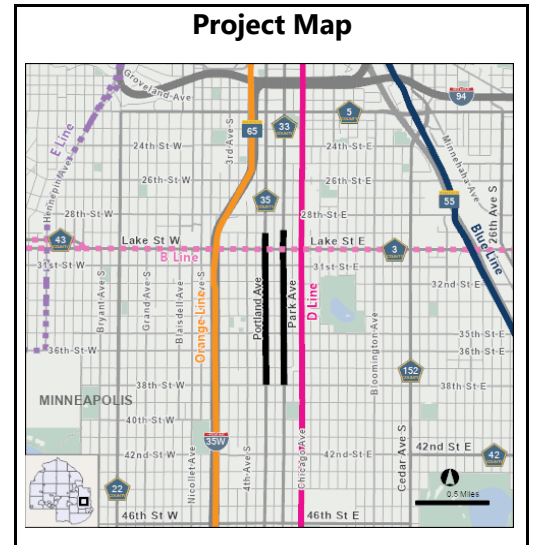
<b>Project Name</b> CSAHs 33 and 35 (Park Ave and Portland Ave) Phase 2 Bikeway Project	
<b>City(ies)</b> Minneapolis	
<b>Commissioner District(s)</b> 4	
<b>Capital Project Number</b> Unfunded Candidate ID #2230502	<b>Project Category</b> Multimodal Safety (Corridor)
<b>Scoping Manager</b> James Weatherly	<b>Scoping Form Revision Dates</b> 11/9/2023

**Project Summary**  
Construct enhanced bikeway along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from 38th Street to the Midtown Greenway in the City of Minneapolis.

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

**Project Description and Benefits**  
The project objectives include improving safety, comfort, and accessibility along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35); with a focus on introducing complete streets design strategies to promote traffic calming. Intersections are anticipated to be redesigned to incorporate curb extensions to slow turning vehicles. The project will also introduce a protected bikeway design to provide better separation from people driving and parked vehicles, and also promote first and last mile connections to the planned B Line Arterial Bus Rapid Transit (BRT) service anticipated to begin operation along Lake Street (CSAH 3) in 2025. Lastly, ADA accommodations will be upgraded, including the installation of APS, to promote accessibility.

**Project Risks & Uncertainties**  
No project risks or uncertainties identified at the time of application submittal.



**Project Timeline**  
 Scoping: Q1 2023 - Q4 2023  
 Design: Q1 2024 - Q3 2026  
 R/W Acquisition: Q3 2025 - Q3 2026  
 Bid Advertisement: Q4 2026  
 Construction: Q1 2027 - Q4 2027

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

Project Budget -	Project Level
Construction: \$	6,970,000
Cost Estimate Year:	2023
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	7,540,000
Design Services: \$	1,130,000
R/W Acquisition: \$	800,000
Other (Utility Burial): \$	-
Construction Services: \$	750,000
Contingency: \$	2,090,000
<b>Total Project Budget: \$</b>	<b>12,310,000</b>

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





# North Creek Greenway Regional Trail | City of Farmington

MULTIUSE TRAILS AND BICYCLE FACILITIES

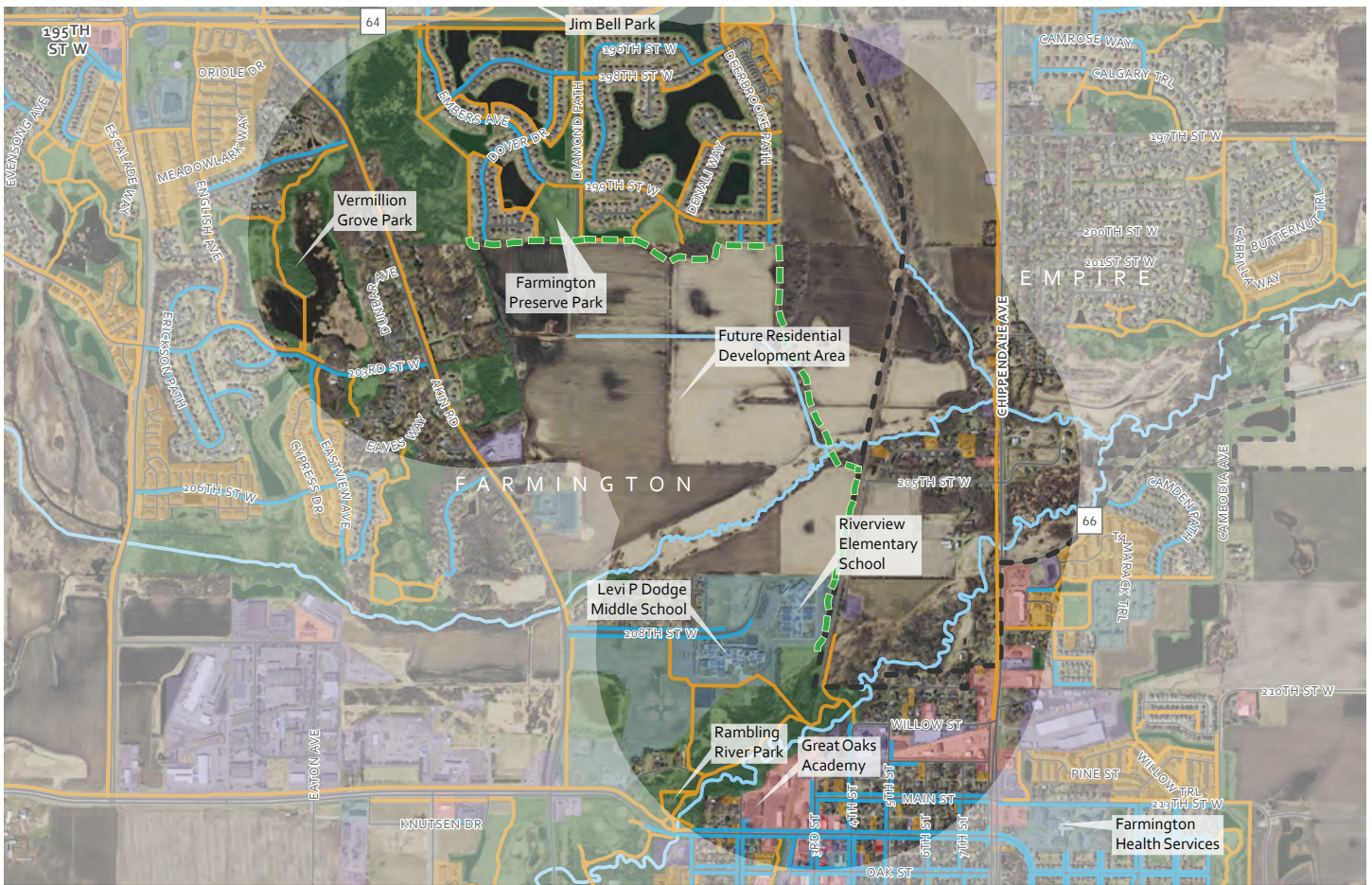
## PROJECT DESCRIPTION

The Farmington portion of the North Creek Greenway Regional Trail will provide a 1.7-mile off-road greenway trail experience connecting areas of housing, recreation, and employment. This trail segment will bridge gaps in the RBTN as well as the North Creek Greenway, connecting users from Downtown Farmington, where there are significant commercial and employment areas, to the existing trail network in Farmington Park Preserve.

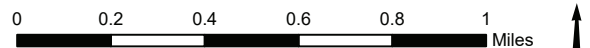
<b>Project Location: Farmington</b>	
Requested Award Amount:	\$1,579,776
Total Project Cost:	\$1,974,720

## PROJECT BENEFITS

- » Direct, non-motorized connections to Levi Dodge Middle School and Riverview Elementary School
- » Connections for new housing developments, including development sites north of downtown
- » Connection to and from Farmington's downtown area and the multifamily housing, commercial destinations, and employment areas in and around it
- » Direct and indirect connections to several parks (Farmington Preserve, Rambling River, Jim Bell)
- » Creates a non-motorized crossing of the Vermillion River
- » Fills gap in the Tier 2 RBTN Corridor
- » Extends the existing local trail network
- » Serve recreational as well as transportation purposes for a broad range of community members



Municipal Boundaries	Transit Routes	Bicycle and Pedestrian Network	Generalized Land Use 2020	Mixed Use	Parks and Open Space
Proposed New Segment of the North Creek Greenway	Waterways	Multi Use Trail	Multifamily Housing	Industrial/Employment	
		Sidewalk	Commercial	Institutional	



Project Area Map



# North Cedar Lake Regional Trail

## Reconstruction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes reconstructing 4.4 miles of end-of-useful life regional trail and improving the Virginia Avenue crossing area between the Hopkins Depot Trailhead and Minneapolis Regional Trail System in Hopkins and St. Louis Park. This trail was due for complete reconstruction in 2020 but delayed due to the closure of the parallel Cedar Lake Regional Trail as part of the METRO Green Line LRT Extension construction.

This trail provides a link to several METRO Green Line LRT Extension Stations and direct connections to four other regional trails at the Hopkins Depot Trailhead: Cedar Lake, Lake Minnetonka, Nine Mile Creek, and Minnesota River Bluffs.

### Location & Route

Between Hopkins Depot Trailhead (Excelsior Boulevard (CSAH 3) to Minneapolis Regional Trail System (TH 100) through an independent trail corridor along the BNSF Railroad corridor in Hopkins and St. Louis Park, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Danny McCullough,  
Regional Trails Manager  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-559-6746  
Danny.McCullough@  
threeriversparks.org

### Funding Information

#### Requested Award:

\$4,104,647

#### Local Match:

\$1,026,169

#### Total Construction Cost

\$5,130,843

### Project Elements

- Reconstruct 4.4 miles of existing end of useful life regional trail with failing base material (off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving about 10 curb ramps and 2 trail/road crossings (Virginia Ave and West 36th St)
- Widen trail from 10' to 12' and add centerline striping due to trail use volumes

### Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and safety concerns caused by deteriorating concrete conditions.
- Maintains and improves community connections: Target, Aldi, Cargil, Supervalu Distribution, Peter Hobart Elementary and Aquilla Elementary Schools, Aquilla, Textra-Tonka and Dakota Parks, Cedar Lake/Lake Minnetonka/Nine Mile Creek/Minnesota River Bluffs Regional Trails, Kenilworth Trail, RBTN Tier 1 Alignment, future METRO Transit Green Line LRT, and 4 bus routes.

### Existing Corridor Conditions



### Location



**Trail Condition:** Lateral cracks are present every 30-60 feet due to failing base material along the entire trail corridor. The pavement is no longer conducive to any pavement treatment and requires complete reconstruction to support safe and functional use for people walking, biking, and rolling.



# Shingle Creek Regional Trail

## Reconstruction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk with a 10 ft wide paved regional trail between 95th Avenue North and Prestwick Parkway in Brooklyn Park. The sidewalk was constructed in 1997/98 and does not provide the most appropriate facility design for a shared, multi-use facility for people walking, biking, and rolling due to pavement cracking, difficultly repairing the surface, concrete heaving (due to freeze/thawing), and seams/joints every 4-6' feet across the trail as well as longitudinally. This project will upgrade this trail segment to meet regional trail standards and result in a consistent paved (bituminous), 10-wide trail for the entire 8.5 mile trail corridor.

### Location & Route

Between 95th Ave. and 400' South of Prestwick Parkway along Noble Parkway (CSAH 12) in Brooklyn Park, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Danny McCullough,  
Regional Trails Manager  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-559-6746  
Danny.McCullough@  
threeriversparks.org

### Funding Information

#### Requested Award:

\$966,963

#### Local Match:

\$241,741

#### Total Construction Cost

\$1,208,704

### Project Elements

- Upgrade 0.84 miles of existing end of useful life sidewalk to new, urban 10-foot wide, off-road/protected, multi-use bituminous trail
- Add APS signal at Edinbrook Parkway
- Meet all ADA requirements including improving about 7 curb ramps

### Project Benefits

- Provides a safe, active transportation option for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are at the end of their useful life.
- Corrects ADA deficiencies and safety concerns caused by deteriorating concrete conditions.
- Maintains and improves community connections: Woodland Elementary School, Edinbrook Church, Noble Sports Park, two local trails, RBTN (1 Tier 1 Alignment, 1 Tier 1 Corridor, 1 Tier 2 Alignment, and 1 Tier 2 Corridor), Metro Transit Highway 610 & Noble Parkway Park and Ride, and bus routes 766 Express and 768 Express – both with service to Minneapolis.
- Provides a protected bikeway to 44,963 people - connecting them to 8,063 jobs within 1 mile of the project area.

### Location



**Trail Condition:** This "trail" is currently a concrete sidewalk which cannot be easily maintained or improved without complete replacement. This concrete is not the ideal surface type and design for people walking, biking, and rolling due to pavement cracking, difficultly repairing the surface, concrete heaving (due to freeze/thawing), and seams/joints every 4-6' feet across the trail as well as longitudinally. The appropriate solution is to reconstruct and replace the existing sidewalk with a paved, multi-use trail.



# CP Rail Regional Trail

## South Segment | New Construction/Reconstruction

### Project Description

This off-road, multi-use trail, non-motorized active transportation project includes construction of 1.7 miles of new regional trail in Edina and Bloomington, reconstruction of 3 miles of existing regional trail through Hyland Park Reserve (due for 2029 reconstruction) in Bloomington, road crossing improvements including adding APS at 4 intersections (East Bush Lake Road (CSAH 28), American Boulevard, 1-494 off ramp, and 78th street) and adding wayfinding to the entire 4.7 mile regional trail segment.

This project in conjunction with existing regional trail segments that are in good working order will create a continuous 6 mile north-south trail corridor spanning from the Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.

### Location & Route

Between Nine Mile Creek Regional Trail (70th Street) and the south boundary of Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington, Hennepin County

### Applicant

Three Rivers Park District

### Primary Contact

Danny McCullough,  
Regional Trails Manager  
3000 Xenium Lane N  
Plymouth, MN 55441  
P: 763-559-6746  
Danny.McCullough@  
threeriversparks.org

### Funding Information

#### Requested Award:

\$5,500,000

#### Local Match:

\$1,723,698

#### Total Construction Cost

\$7,223,698

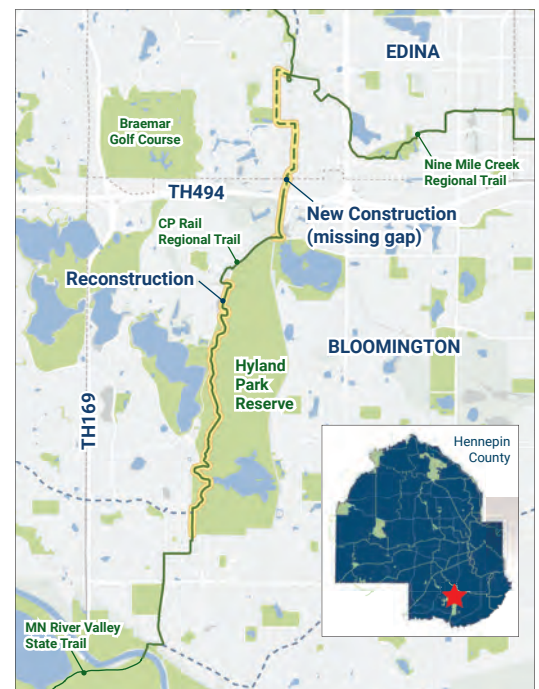
### Project Elements

- Construct a new, urban 1.7 mile 10-foot wide, off-road/protected, multi-use bituminous trail including narrowing the roadway where feasible to lessen the impact to neighboring properties
- Reconstruct 3.0 miles of existing end of useful life regional trail (10-foot wide, off-road/protected, multi-use bituminous trail)
- Meet all ADA requirements including improving about 45 curb ramps and adding APS to four intersections
- Upgrade 1 major road crossing (I-494) and create 1 new railroad crossing (CP Railroad at Dewey Hill Road -Tier 2 Regional Bicycle Crossing Improvement Area)
- Relocate associated above and underground utilities, if needed
- Add directional wayfinding, informational kiosks, and rest stops along entire project corridor

### Project Benefits

- Provides a safe, active transportation option and safe crossing of I-494 (126,302 AADT, major barrier), for people of all ages, abilities, and active transportation modes and for those without access to a vehicle or whom choose to commute by foot, bike or non-motorized wheels where facilities are inconsistent or do not exist.
- Connects people and destinations: Regional Job and Activity Center on Edina Industrial Boulevard; Richardson Nature Center; Minnesota Valley National Wildlife Refuge and Hyland Park Reserve; Minnesota Valley State Trail and Nine Mile Creek Regional Trails; RBTN Tier 2 Alignment; two bus routes.
- Provides a protected bikeway to 51,475 people - connecting them to 46,569 jobs within 1 mile of the project area.

### Location



### Existing Corridor Conditions



**CP Rail Regional Trail:** The top photo shows the poor trail condition of the existing trail south of I-494. The bottom photo shows the future trail location north of I-494 where no pedestrian or bicycle facilities currently exist.



# Dakota County

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

### PROJECT DESCRIPTION

The River to River Greenway Valley Park Trail & TH 149 Underpass is a 0.8-mile segment that will upgrade the non-motorized experience from Valley Park at Marie Avenue W to just east of TH 149/Dodd Road. The project will also include a grade separated crossing (underpass) at TH 149/Dodd Road. These improvements will increase connectivity on the RBTN and through the communities of Mendota Heights, West St. Paul, and South St. Paul.

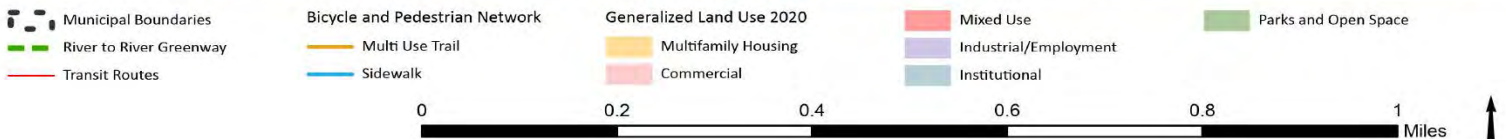
### PROJECT BENEFITS

- » Improves safety by introducing a grade-separated crossing below TH 149/Dodd Road and Highway 62
- » Eliminates gaps and improves quality in the existing trail system
- » Encourages non-motorized transportation and recreation by improving the quality of the trail and eliminating the need to stop at an intersection to cross TH 149/Dodd Road
- » Improves the RBTN and the River to River Greenway
- » Increases non-motorized access to the major mixed use node in Mendota Heights, which includes housing, offices, restaurants, and retail
- » Supports safer access to Two Rivers High School, located less than one mile east of the TH 149/Dodd Road

### Project Location: Mendota Heights

Requested Award Amount:	\$2,080,000
Total Project Cost:	\$2,600,000

Dakota County River to River Greenway CR 149 Multiuse Trail



# Nicollet Avenue Pedestrian Improvements

## 2024 Regional Solicitation Pedestrian Facilities Application

### Project Background

The proposed project would improve pedestrian safety and ADA access at 16 intersections along Nicollet Avenue between 14<sup>th</sup> Street and 45<sup>th</sup> Street in South Minneapolis. Nicollet Avenue is a commercial corridor through dense neighborhoods with high pedestrian activity.

The identified intersections have pedestrian safety and access opportunities and needs. 10 of the intersections have pedestrian ramps that are not ADA-compliant. None of these intersections have curb extensions, medians, or pedestrian safety islands. Nicollet Avenue is identified as High Injury Streets and is on the City's Pedestrian Priority Network. These intersections had 290 total crashes from 2013-2022, including 1 fatal pedestrian crash, 8 serious injury crashes, 26 total pedestrian crashes, and 14 bicycle crashes.

### Project Scope

The proposed project includes upgrading all non-ADA compliant curb ramps and installing pedestrian safety treatments such as pedestrian safety islands, intersection medians, curb extensions, signal upgrades, and RRFBs.

*Existing conditions at Nicollet Avenue and 19<sup>th</sup> Street*



### Benefits

- Improved pedestrian safety at 16 intersections along a priority pedestrian and safety improvement corridor
- Improved access with ADA accessible curb ramps, including new crossing at 41<sup>st</sup> St by bus stop and park
- Improved crossings for 1 existing and 1 planned All Ages and Abilities bikeways
- Enhanced safety and predictability for drivers with medians and other safety improvements

### Project Location



### Project Cost

\$1,983,200 Regional Solicitation grant request  
\$2,479,000 total cost

# Marcy-Holmes Dinkytown Pedestrian Improvements

Location: City of Minneapolis

Applicant: City of Minneapolis Public Works



**Project Area:** A contiguous area of the Marcy-Holmes neighborhood of Minneapolis bounded by I-35W Frontage Road East to the west and 15th Avenue Southeast to the east, north of 4th Street Southeast and south of the BNSF railroad line.

**Requested Award Amount:** \$1,508,000

**Total Project Cost:** \$1,885,000

**Project Overview:** The proposed project would improve pedestrian safety and ADA access within a contiguous area of the Marcy-Holmes neighborhood of Minneapolis. This area of the Marcy-Holmes neighborhood east of Interstate 35W is adjacent to the University of Minnesota campus and houses a large student population as well as a dense commercial and mixed-use district known as Dinkytown. These population and land use characteristics result in heavy pedestrian activity in the area and a corresponding need to prioritize pedestrian safety and accessibility.

There are many needs for pedestrian improvements within the project area. Currently, the majority of pedestrian ramps are not ADA-compliant, and a few midblock crossings are without ramps at all, creating accessibility issues. Several intersections also have traffic safety concerns that could be improved for pedestrians with design changes to shorten crossing distances, control vehicle turning movements, improve visibility, and provide other forms of traffic calming.

The proposed project would address these pedestrian safety and accessibility priorities by replacing ADA non-compliant pedestrian ramps and by adding pedestrian safety treatments at key locations such as curb extensions, medians, refuge islands, new or upgraded pedestrian crossing signals/RRFBs, and replacing or adding needed sidewalk panels.

### Project Background

The proposed project would improve pedestrian safety and ADA access at 27 intersections along 26th Street East, 27th Street East, and 28th Street East in the Phillips neighborhood of Minneapolis. This is a dense neighborhood with a lot of pedestrian activity. The locations have significant pedestrian needs, including curb ramps that are not fully ADA compliant and pedestrian safety challenges. These streets also have speeding challenges.

### Project Scope

The proposed project includes upgrading all non-ADA compliant curb ramps and installing pedestrian safety treatments—such as curb extensions or median islands—at key locations. It also includes traffic calming measures on 27th Street such as traffic circles or speed humps.

### Benefits

- Upgrade curb ramps to be accessible to all.
- Improve safety for all, especially pedestrians.
- Install traffic calming.
- Coordinate with planned bicycle and safety improvements.

### Project Area



### Existing Conditions

Existing conditions along 26th St and 28th St generally include 2 one-way traffic lanes, parking on one side, and a flexible delineator protected bike lane with sidewalks on both sides. 27th Street is a local street with 2-way traffic and parking on both sides. Destinations in the project area include Anderson Middle School, Abbott Northwestern Hospital, Children's Hospital, and Stewart Park.

28th Street East at 14th Avenue



	Reported Crashes	Crashes with Injuries
	12	12
	18	17
	271	89

Reported crashes from 2013-2022 from MnDOT MnCMAT.



## Project Summary



**Project Name:** Brooklyn Center High School Pedestrian Improvements

**Applicant:** City of Brooklyn Center

**Total Project Cost:** \$2,878,000

**Requested Federal Dollars:** \$2,000,000

**Project Location:** N Humboldt Avenue, 67th Avenue N and 65th Avenue N

### Project description:

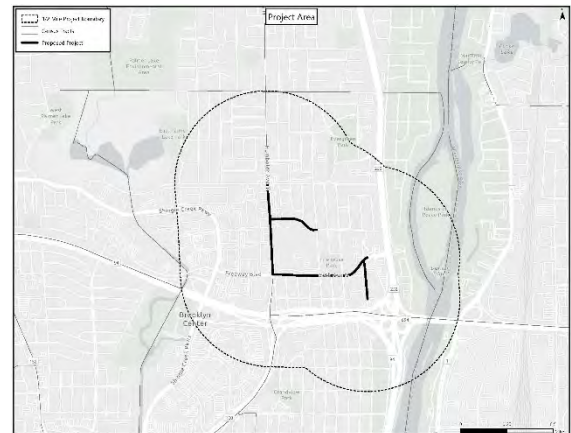
The proposed project will improve pedestrian safety and access within the surrounding area of Brooklyn Center High School. In the last ten years, 12 crashes involving bicycles or pedestrians within the project area have occurred. This includes two fatal (type K) crashes (both in 2022) and one serious injury (type A) crash (2013).

The proposed project will upgrade N Humboldt Avenue and 65th Avenue, to improve the safety of the pedestrian environment. The proposed project includes the following elements:

- Pavement upgrades on N Humboldt Avenue between 69th Avenue N and 65th Avenue and 65th Avenue N between N Humboldt Avenue and Camden Avenue N to facilitate a road diet.
- Pedestrian crossing enhancements such as, Rectangular Rapid Flashing Beacons (RRFB), bump outs, median refuge islands, ADA compliant ramps, and other safety improvements at the intersections of N Humboldt Avenue/67th Avenue N, N Humboldt Avenue/65th Avenue N, 65th Avenue N/Fremont Avenue N, and Dupont Avenue N/Firehouse Park Trail entrance.
- New sidewalk segment on the south side of 67th Avenue N between N Humboldt Avenue and Dupont Avenue N.
- Reconstruction of the eastern leg of the 66th Avenue N/Camden Avenue N intersection to reduce the crossing distance and improve the right-turn slip lane to create a safer pedestrian environment.

### Project benefits include:

- Improve access and safety for students walking or biking to Brooklyn Center High School
- Strengthen the City's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide last-mile bicycle and pedestrian facilities to transit routes and key destinations, enabling residents of low-income housing to access regional job centers in areas with higher housing costs





## Blue Line Extension LRT Sidewalk Connections

Applicant:	City of Brooklyn Park
City Where Project Is Located:	City of Brooklyn Park
County Where Project Is Located:	Hennepin County
Requested Amount:	\$1,480,800
Total Project Cost:	\$1,851,000

### Project Description

As part of the planned Bottineau Light Rail Transitway (BLRT) Project, the existing Blue Line light rail transit (LRT) would be extended from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, and Crystal to Brooklyn Park. The Blue Line Extension LRT Sidewalk Connection project aims to build eight neighborhood and Minor Collector roadway sidewalks to connect into the Blue Line Extension sidewalks and trails along CSAH 103 (West Broadway Avenue) and CSAH 81 (Bottineau Boulevard) in Brooklyn Park. Please refer to the project map for the specific locations of these sidewalk facilities. These sidewalk facility locations include Hampshire Avenue from 63rd Avenue to 67th Avenue, Louisiana Avenue from 62nd Avenue to 63rd Avenue, 65th Avenue from CSAH 8 (West Broadway Avenue) to CSAH 81, 76th Avenue from CSAH 103 to Kentucky Avenue, 76th Avenue from Hampshire Avenue to Jersey Avenue, College Park Drive from CSAH 103 to Sumter Avenue, 82nd Avenue from CSAH 103 to Sumter Avenue, and 89th Avenue from Xylon Avenue to CSAH 103.

The 76th Avenue corridor from Hampshire Avenue to Jersey Avenue will have sidewalks constructed on both sides, while only one side will have sidewalks for the other project corridors. Right-of-way acquisition is not needed as all proposed facilities should be provided within the existing roadway rights-of-way.

The proposed project aims to enhance pedestrian access and improve the first and last mile connectivity to the Blue Line stations, which include the 63rd Avenue, Brooklyn Boulevard, 85th Avenue, and 93rd Avenue stations. All proposed sidewalk facilities are located within the ½ mile and three-mile radius of the proposed Blue Line stations, which means it would take at most 10 minutes to walk or 15 minutes to bike to the stations.

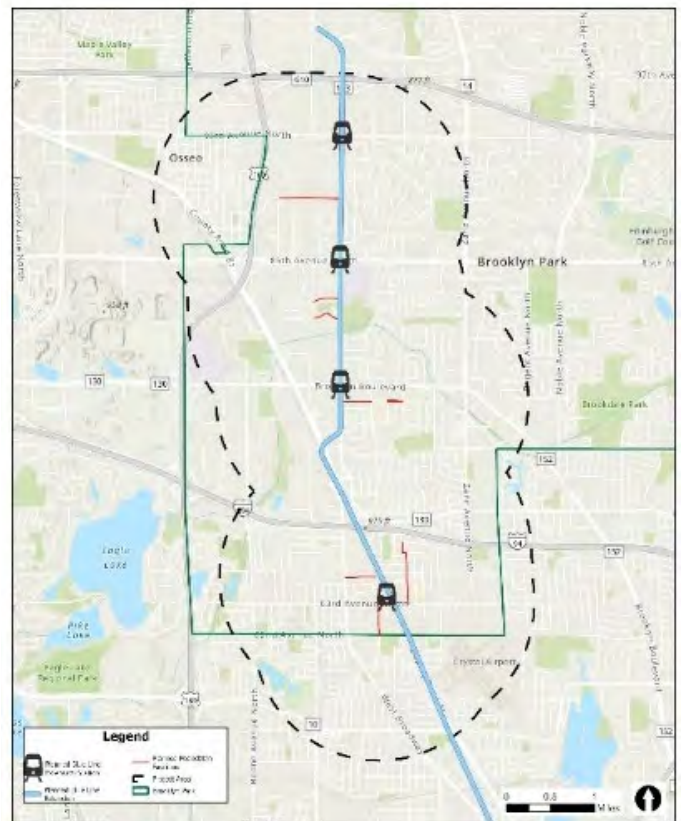
Brooklyn Park needs new sidewalk facility construction to improve safety and mobility, and to address sidewalk gaps throughout the city. One example of such improvements is the proposed construction of 76th Avenue which will eliminate sidewalk connectivity issues between Hampshire Avenue and reduce the distance pedestrians must travel.

New sidewalk construction will include six-foot sidewalks and ADA accessible ramps, which will adhere to current federal regulations.

### Project Benefits

- Improved safety
- Reduced ped/bike crashes
- Increased health benefit
- Improved livability and convenience
- Lower traffic congestion
- Increased access to higher paying jobs, grocery stores and healthier food options, and educational opportunities
- Provide improved travel options for underserved areas

### Project Map



### Existing Condition Photos



# Gold Line Pedestrian Enhancement Project



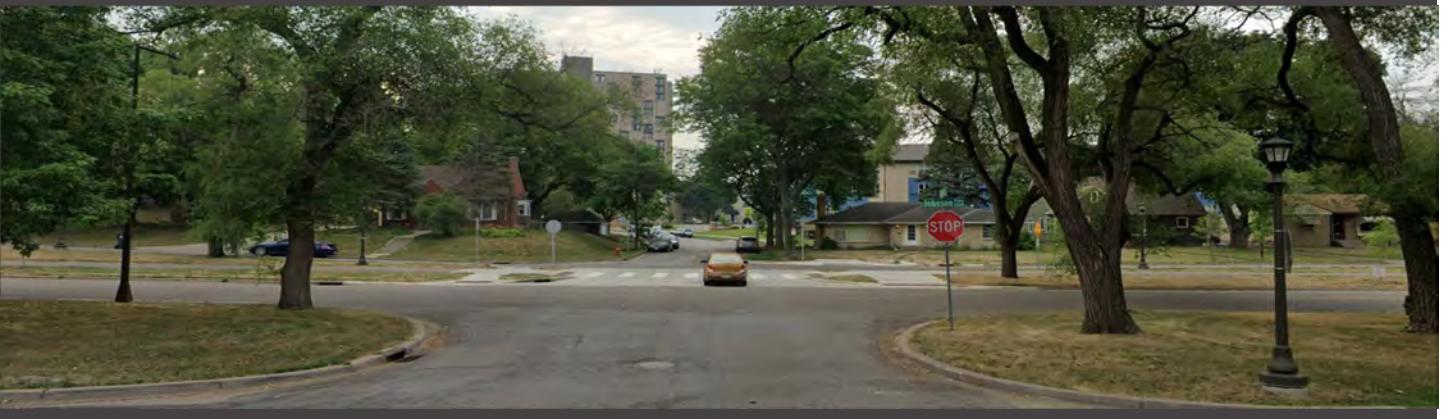
**SAINT PAUL**  
MINNESOTA

**Applicant and Location:** City of Saint Paul

**Project Cost:** \$2,592,825 (Federal Award Request-\$2,000,000; Local Match-\$592,825)

## Project Description

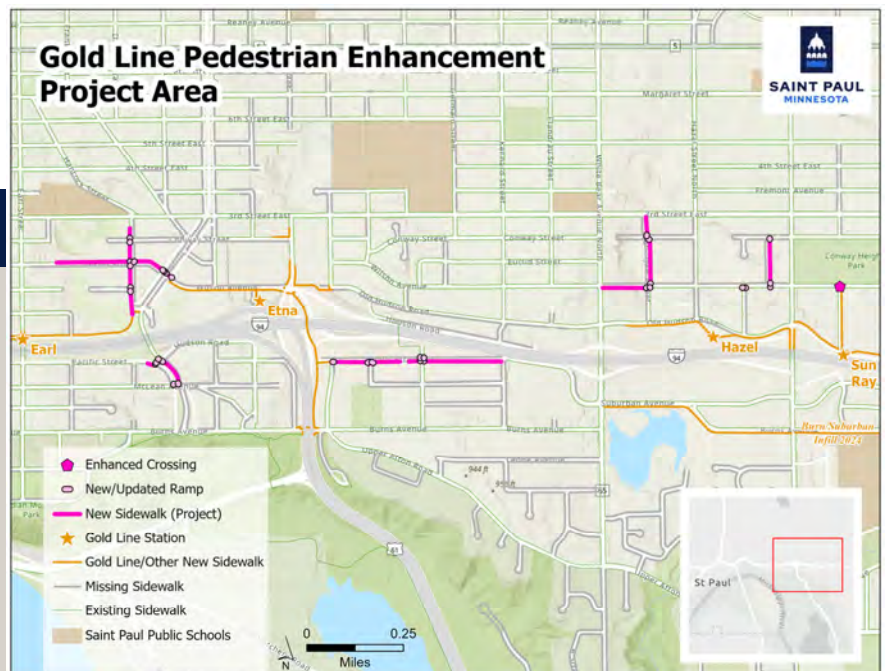
The Gold Line Pedestrian Enhancement Project seeks to improve walking access and safety for Eastside St. Paul's residents to more easily reach new Gold Line BRT Stations. Gold Line will deliver a high frequency bus rapid transit service connecting these neighborhoods to Downtown St. Paul and Woodbury, and to destinations well beyond with an expanding transit network. Gold Line will build many pedestrian improvements near stations. This project will extend these benefits further into neighborhoods, allowing more people safe and convenient walking access to stations. Sidewalks will be constructed on many streets where no sidewalks or accessible curb ramps exist. These will link residents not only to transit, but also to the regional bikeway network, local and regional parks, community centers, public libraries, schools, and commercial sites. The project will provide a number of enhanced crosswalks and curb extensions for busier street crossings, a proven safety countermeasure for pedestrian safety.



Johnson Parkway at Euclid/Wilson. This image shows the RBTN Tier 1 shared use path on Johnson Parkway, but no sidewalks linking to the intersection or crosswalks. This project plans to build them. Location is within 1/4 mile of a new BRT station.

## Project Benefits

- **New sidewalk on streets with no pedestrian accommodation**
- **New ADA accessible curb ramps**
- **Improved accessibility within walking distance of new Gold Line BRT Transit Stations and other transit stops**
- **Enhanced crossings of busy roads**
- **Improved access to the regional bikeway network**
- **Improved access to parks, libraries, community centers and schools**





**Project Name: Richfield 73rd St Sidewalk**

**Applicant:** City of Richfield

**Project Location:** 73rd St from Portland Ave S to 12th Ave S and Diagonal Blvd from 12th Ave S to Cedar Ave S

**Total Project Cost:** \$1,307,550

**Requested Federal Amount:** \$1,046,040

**Local Match:** \$261,510 (20%)

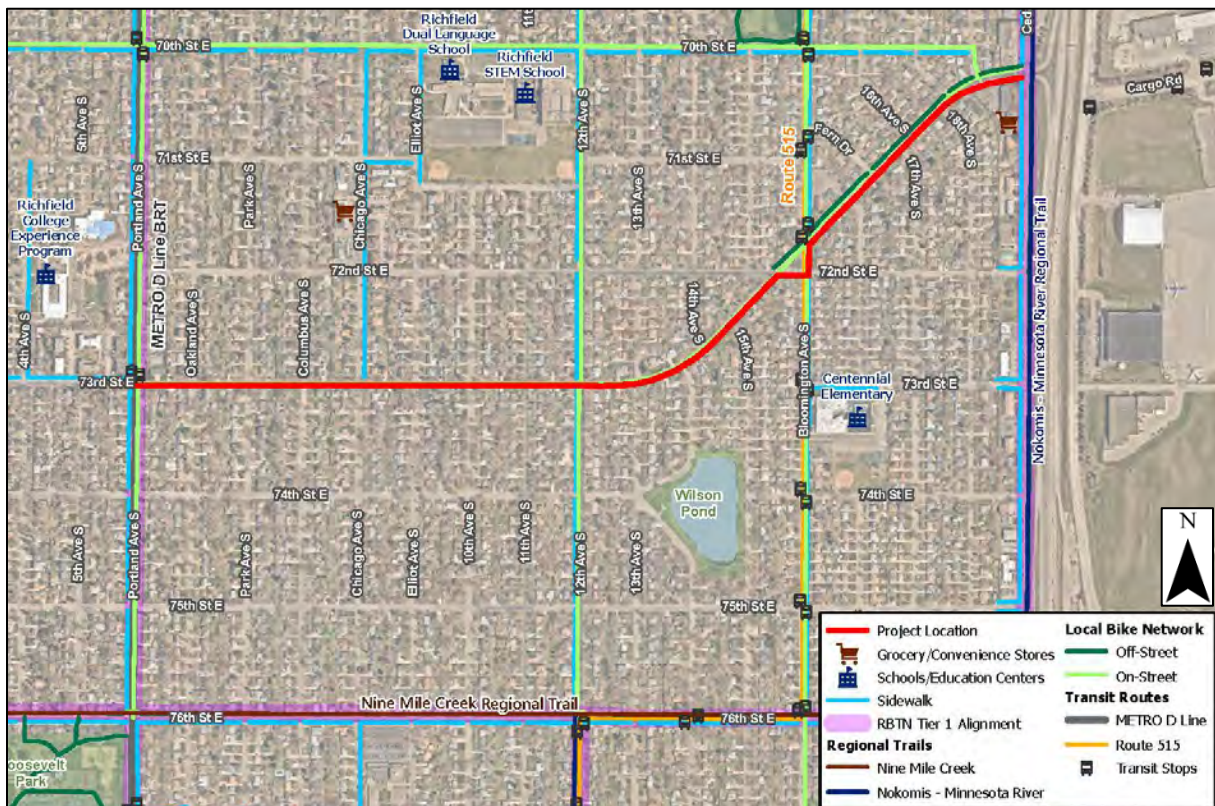


**Project Description:**

The proposed project will construct a new sidewalk along E 73rd St and Diagonal Blvd from CSAH 35 (Portland Ave) to MSAS 369 (Cedar Ave S) in the City of Richfield. The new sidewalk along E 73rd St will be constructed at the back of curb, and the new sidewalk along Diagonal Blvd will be separated from the roadway by a boulevard. New ADA-compliant curb ramps will be added throughout the corridor. Constructing a fully separated pedestrian facility will improve safety and east-west connectivity in this area of the city. This project was identified as a Priority Pedestrian Route in the Richfield Pedestrian Plan.

**Project Benefits:**

- Improved pedestrian safety and mobility, especially for students of nearby schools
- Improved connectivity to METRO D Line BRT at Portland Ave S and Route 515 at Bloomington Ave S
- Improved connection to Nokomis-Minnesota River Regional Trail at Cedar Ave S



# Dakota County | Greenwood Drive Sidewalk

## PEDESTRIAN FACILITIES

### PROJECT DESCRIPTION

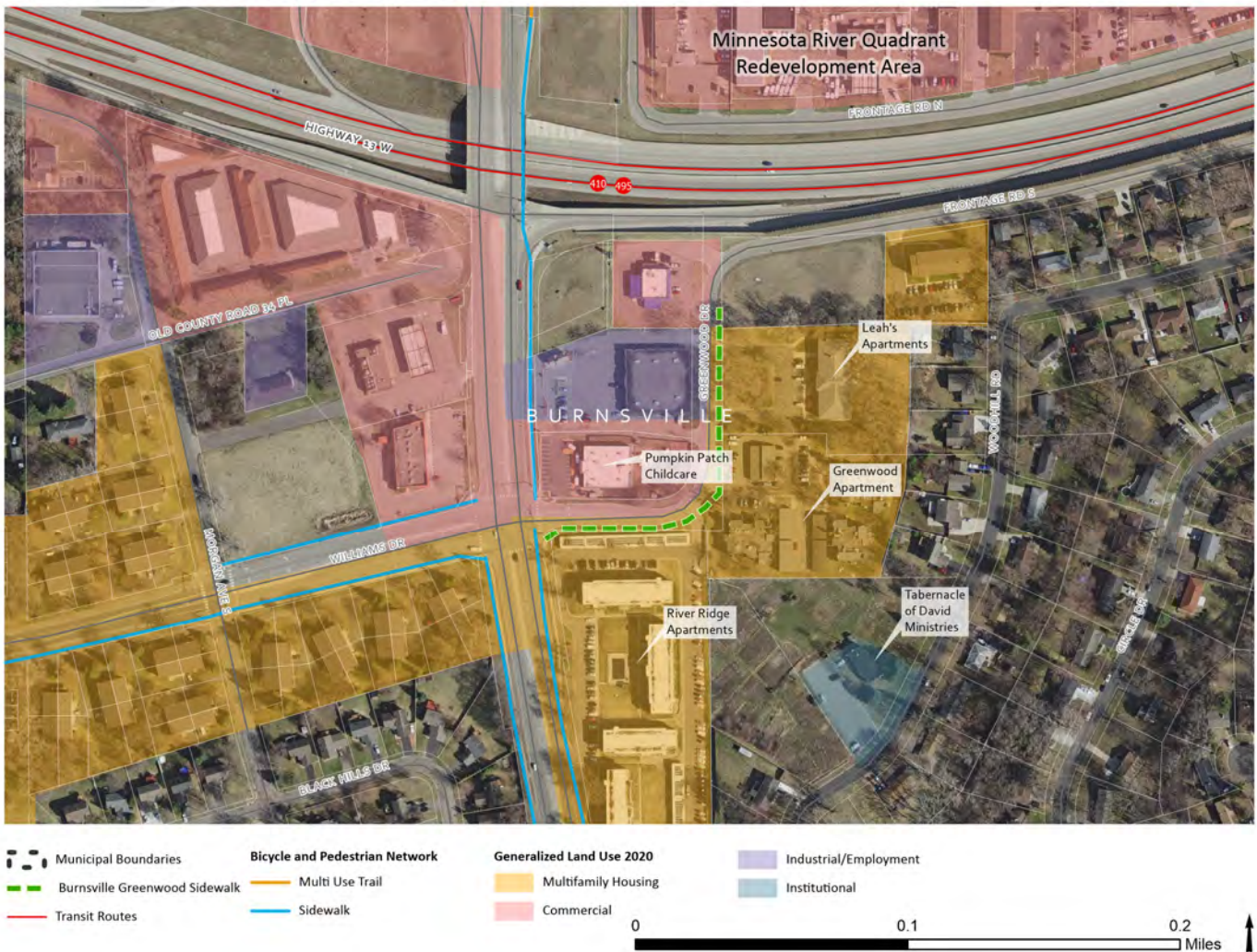
The Greenwood Drive Sidewalk will provide a safe and accessible off-street connection between several residential developments along Greenwood Drive and County Road 5. The proposed sidewalk would extend for 600 feet along the south and east side of Greenwood Drive from County Road 5 to just south of the TH 13 Frontage Road. This sidewalk was identified as a priority area for multi-modal improvements in the City's 2021 Multi-Modal Plan.

Project Location: Burnsville	
Requested Award Amount:	\$269,150.00
Total Project Cost:	\$336,437.50

### PROJECT BENEFITS

- » Provides local connections to the County Road 5 corridor.
- » Improved safety for pedestrians and bicyclists with an off-road separated sidewalk built to meet ADA standards.
- » Extends the local sidewalk network to provide residents with disabilities connections to the City's broader sidewalk network.
- » Direct access to neighborhood amenities including restaurants, retail, and service businesses.
- » Provides safer connections to transit links along County Road 5.

Burnsville Greenwood Pedestrian Sidewalk



**Project Name:**

Valley Creek Road SRTS Project

**Applicant:**

City of Woodbury

**Primary Contact:**

Chris Hartzell  
 Engineering Director  
 8301 Valley Creek Road  
 Woodbury, MN 55125  
 651-714-3593  
 christopher.hartzell@woodburymn.gov



**Location & Route:**

Valley Creek Road – 1.3 miles of trail along the north side of Valley Creek Road between Colby Lake Park and Dancing Waters Parkway



**Application Category:**

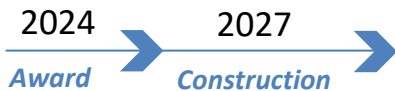
Safe Routes to School



**Funding Information:**

**Requested Award Amount:** \$963,200  
**Local Match:** \$240,800  
**Project Total:** \$1,204,000

**Project Timeline:**



**Project Description**

The Woodbury Valley Creek Road Safe Routes to School (SRTS) Project will construct 1.3 miles of shared-use trail to fill a gap in the pedestrian, bicycle, and multimodal network along Valley Creek Road between the Colby Lake Park underpass of Valley Creek Road and the trail connection east of Dancing Waters Parkway. The underpass at Colby Lake Park allows for direct access to Valley Crossing Elementary School without having to cross Valley Creek Road at grade. The proposed shared use trail will mirror the existing trail on the south side of Valley Creek Road.

**Project Benefits/Regional Significance**

The proposed project will address and eliminate the existing pedestrian, bicycle, and multimodal gap that exists on the north side of Valley Creek Road. This project will increase accessibility and connectivity for residents north of Valley Creek Road to destinations and community amenities such as Colby Lake Park, Valley Crossing Elementary School, and the businesses on the northwest and southeast corners of the Valley Creek Road and Woodbury Drive intersection. Currently, residents north of Valley Creek Road have limited access to east-west pedestrian and bicycle facilities, making it extremely difficult to safely walk or bike to school, the park, or to the shops along the project corridor. Pedestrians and bicyclists must cross the divided 4 lane Valley Creek Road to access the existing shared use path, a difficult task due to the existing traffic volumes and speeds seen on Valley Creek Road.

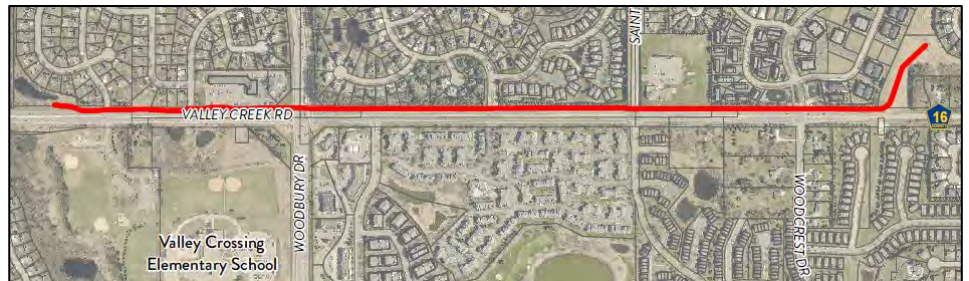


*Existing Conditions on Valley Creek Rd, looking west from St. John's Dr*

**Project Specifics**

The project includes the following facility benefits:

- Implementation of a shared use trail on the north side of Valley Creek Road (AADT 17,427, 50 MPH, 4-lanes) where today a facility only exists on the south side.
- Ability of students and parents of Valley Crossing Elementary School to safely bike to school without walking or biking along the shoulder of a high-speed roadway without any pedestrian or bicycle infrastructure.
- Increase in the number of residents who have direct access to bicycle infrastructure without having to cross a high-speed corridor at an uncontrolled intersection.



*Project Location Map*



**Project Name:** Richfield 64<sup>th</sup> St Sidewalk  
**Applicant:** City of Richfield  
**Project Location:** 64<sup>th</sup> St from Lyndale Ave S to Portland Ave S  
**Total Project Cost:** \$1,067,075  
**Requested Federal Amount:** \$853,660  
**Local Match:** \$213,415 (20%)

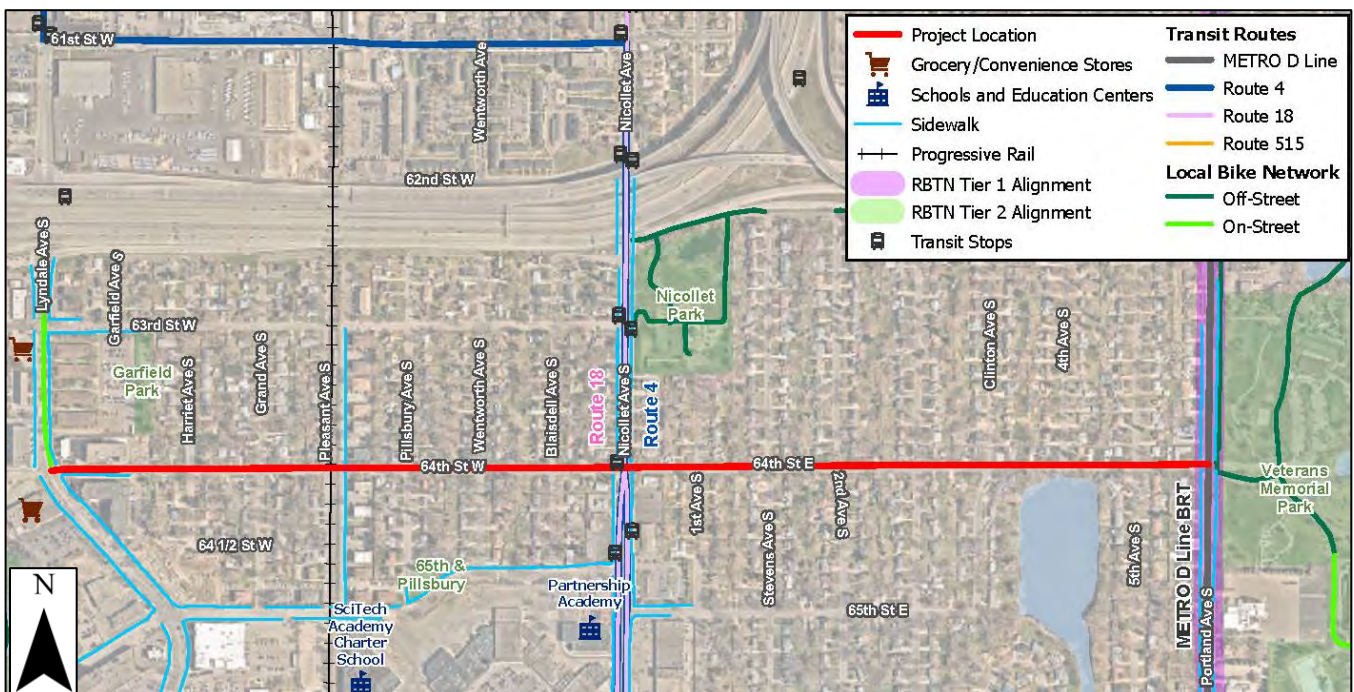


**Project Description:**

The proposed project will construct a new sidewalk along W 64th St from just east of MSAS 363 (Lyndale Ave) to CSAH 35 (Portland Ave) in the City of Richfield. The new sidewalk will be separated from the roadway by a boulevard, and new ADA-compliant curb ramps will be added throughout the corridor. A new ADA-compliant at-grade railroad crossing will be constructed across the Progressive Rail line at Pleasant Ave, a crossing that is frequently used by people walking today. Constructing a fully separated pedestrian facility will improve safety and east-west connectivity in this area of the city. This project was identified as a Priority Pedestrian Route in the Richfield Pedestrian Plan.

**Project Benefits:**

- Improved pedestrian safety and mobility
- New ADA-compliant at-grade railroad crossing at Pleasant Ave
- Improved connectivity to METRO D Line BRT and Routes 4 and 18
- Increased accessibility to Veterans Memorial Park and community destinations near Lyndale Ave and Nicollet Ave, including a grocery store, park, fitness center, and more.



# Dakota County | Lothenbach Avenue Sidewalk

## PEDESTRIAN FACILITIES

### PROJECT DESCRIPTION

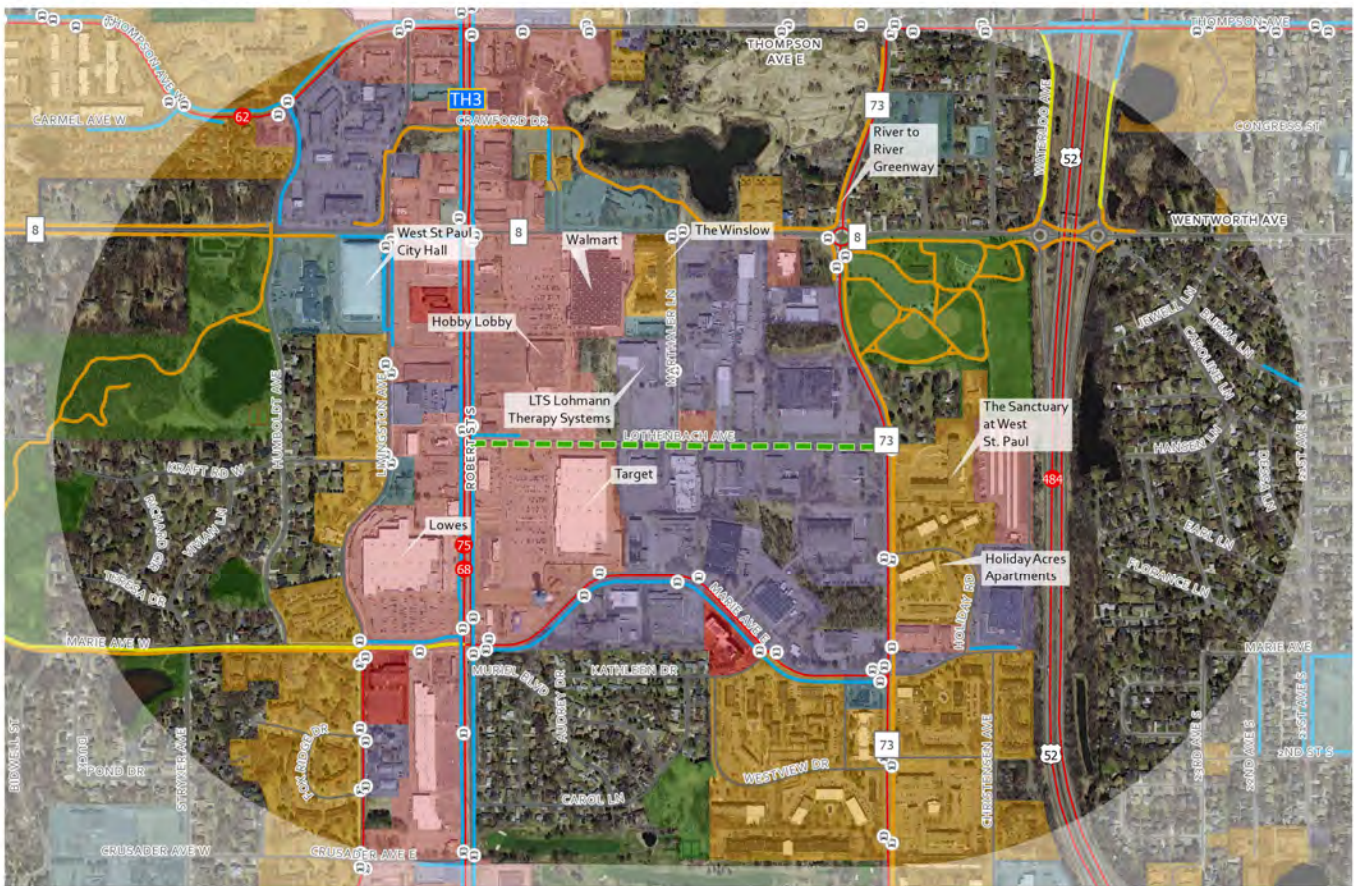
The Lothenbach Ave Sidewalk will address a critical link in West St. Paul's pedestrian network. The proposed sidewalk will be 6 feet wide with curb ramps, intersection improvements at the TH 3/Lothenbach Ave intersection, and a retaining wall where necessary to meet ADA slope standards. A 6-foot boulevard will separate sidewalk users from roadway traffic. This sidewalk has been identified in the Go West St. Paul bicycle and pedestrian master plan as a top-10 priority gap in the City's network.

Project Location: West St. Paul	
Requested Award Amount:	\$756,800.00
Total Project Cost:	\$946,000.00

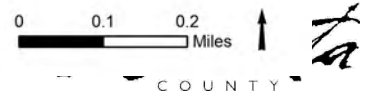
### PROJECT BENEFITS

- » Provides local connections to the Robert St (TH 3) commercial corridor.
- » Fills a gap in the local sidewalk network with connections to the City's broader sidewalk network.
- » Provides safer connections to transit links along TH 3 and CSAH 73.
- » Direct access to neighborhood amenities including restaurants, retail, and service businesses.
- » Improved safety for pedestrians and bicyclists with an off-road separated sidewalk built to meet ADA standards.

West St Paul Pedestrian Sidewalk



West St Paul Lothenbach Sidewalk	<b>Bicycle and Pedestrian Network</b>	<b>Generalized Land Use 2020</b>	Industrial/Employment
Transit Routes	Multi Use Trail	Multifamily Housing	Institutional
Transit Stops	Bike Lane	Commercial	Parks and Open Space
	Sidewalk	Mixed Use	





# Normandale Boulevard Sidewalk Project Project Summary



**Applicant:** City of Bloomington  
**Project Location:** Normandale Boulevard between Old Shakopee Road and 94th Street  
**Total Project Cost:** \$2,704,628  
**Requested Federal Dollars:** \$2,000,000

## Project Description:

The Normandale Boulevard Pedestrian Improvements project includes the construction of six-foot sidewalks on the east side of the corridor between Old Shakopee Road (CSAH 1) and W. 94th Street. The project will replace the ADA non-compliant sidewalks with a six-foot pedestrian facility to provide safer conditions for walking along the corridor. By closing a gap in the local sidewalk network, the project will provide direct, continuous pedestrian access to amenities in the City of Bloomington and neighboring communities, improving safety for all modes of travel.

## Proposed project elements include:

- A six-foot wide sidewalk on the east side
- Curb reconstruction with ADA pedestrian ramps
- Improved crosswalks and Accessible Pedestrian Signals (APS) at signalized intersections

## Project benefits include:

- Reconstruct existing pedestrian infrastructure that is not ADA-compliant to remedy safety hazards
- Strengthen Bloomington’s alternative transportation network, support active living, enhance Safe Routes to School facilities, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, and families with strollers
- Implement safer pedestrian crossings at intersections with the addition of APS and ADA-compliant curb ramps
- Provide a continuous north-south link to regional job centers and a last-mile pedestrian facility to a park-and-ride, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Link to regional trails and parks, closing gaps between existing recreation amenities and improving the pedestrian network
- Connect to the planned Normandale Boulevard bike trail and amenities (future project)

## Project Location:



Normandale Boulevard Sidewalk Project  
Project Layout

## Existing conditions:





# Safe Routes to School Improvements Project

## 2024 TAB Regional Solicitation Application

### Project Overview:

This project is proposing to construct multi-use trails along 7<sup>th</sup> Street, 61<sup>st</sup> Avenue, and Commons Park/Fridley Middle School as well as install Rectangular Rapid Flashing Beacons (RRFBs) at new roundabouts at the intersections of Mississippi Street with 7<sup>th</sup> Street and Monroe Street. These projects were identified as priorities within the approved Safe Routes to School plans for Hayes Elementary School and Fridley Middle School.

### Project Need:

The current infrastructure does not allow for students to safely reach school by all modes of active transportation, nor does it meet ADA guidelines. The proposed project would facilitate walking, biking, and scootering to Hayes Elementary School, Fridley Middle School, Fridley High School, and the Fridley Preschool. Additionally, the project would benefit residents reaching other community destinations including the library, Commons Park, the Fridley Community Center which is home to the Fridley Senior Center, a multi-modal transit hub, and a proposed F Line transit stop.

### Public Input:

The City relied on significant public involvement during multiple phases to develop this project. All components are included within approved SRTS plans and/or the City's Active Transportation Plan which prioritized projects based on parent/student/resident feedback. The City held meetings with representatives from Fridley Public Schools, the Environmental Quality and Energy Commission, and the surrounding neighborhood to determine the final project layout included in this application.



### Primary Contact

Rachel Workin  
Environmental Planner  
7071 University Avenue NE  
Fridley, MN 55432  
763-572-3594  
Rachel.Workin@FridleyMN.gov

### Project Costs

#### Requested Federal Amount:

\$1,000,000

#### Local Match Amount:

\$253,000 (20.19%)

#### Total Project Amount:

\$1,253,000

### Project Partners

#### Fridley Public School & Anoka County



Safe Routes to School Improvements Project page at the following location (QR Code):

[FridleyMN.gov/SafeRoutesToSchool](https://FridleyMN.gov/SafeRoutesToSchool)





# Marie Avenue Safe Routes to School

South St. Paul

**Project Name:** Marie Avenue SRTS

**Applicant:** South St. Paul

**Primary Contact:**

Nicholas Guilliams  
 City Engineer  
 125 3rd Avenue N  
 South St. Paul, MN 55075  
 651-554-3214  
[nguilliams@spsmn.org](mailto:nguilliams@spsmn.org)



**Location & Route:**

Marie Avenue,  
 City of South St. Paul



**Application Category:**

Safe Routes to School (SRTS)



**Funding Information:**

Eligible Construction Amounts  
**Requested Award Amount: \$1,000,000**  
**Local Match: \$4,370,000 (81%)**

**Total Project Amount: \$5,370,000**



**Local Investments:**

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



**Project Benefits:**

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

**Project Description**

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (9th Avenue to 21st Avenue) near South St. Paul Secondary. Project improvements will improve connections for surrounding residential neighborhoods to South St. Paul Secondary, Lincoln Center Elementary, Central Square Community Center, South St. Paul Educational Foundation, Adult Basic Education Center, the South St. Paul Library and several local businesses.

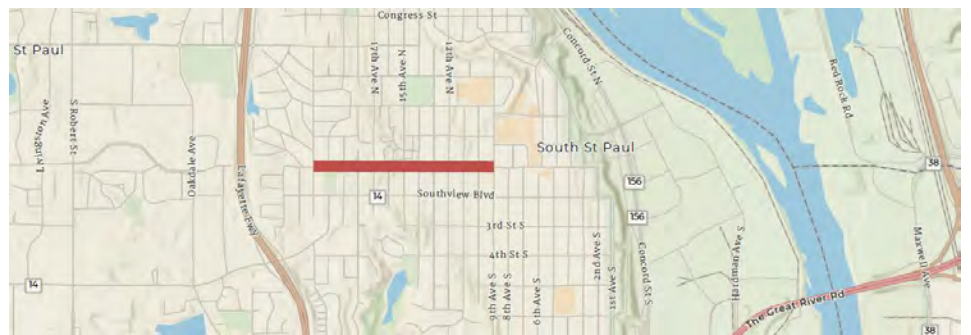
**Immediate Need**

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

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

- Existing sidewalks along Marie Avenue are aged, narrow, and in substandard condition. Children are often seen walking or biking in the road or boulevard.
- Several pedestrian ramps in the project area are not ADA compliant
- Marie Avenue is designated as a Tier 1 RBTN alignment and currently has no existing bicycle facilities. Bike lanes, as part of this project, will serve both a SRTS and regional non-motorized transportation purposes.
- Several primary intersections providing access to South St. Paul Secondary and Lincoln Center Elementary are skewed and have sightline issues.

**Project Area Map & Typical Section**



# PLEASANT AVENUE S

## SAFE ROUTES TO SCHOOL IMPROVEMENTS

A safer street for students and kids to travel to and from school and around the neighborhood

### Project goals

- Make it easier to walk, bike, roll, and take the bus to schools
- Create a calmer neighborhood street for all users of all ages and abilities
- Improve access to neighborhood destinations
- Address traffic safety needs at high injury street intersections

### Here's what we know

- Identified as a near-term low-stress bikeway and intersects with high injury streets
- Route will connect Lyndale Elementary School, Justice Page Middle School, and Washburn High School
- Focus on traffic calming and improving safety

### Types of Improvements

- Bicycle boulevard
- Traffic calming may include traffic circles, curb bump outs, medians, diverters, signage, pavement markings, etc.
- ADA pedestrian ramps

### What's next

- Community engagement
- Coordinate with partner agencies, such as Minneapolis Public Schools and Hennepin County
- Begin developing concept layout

### Project schedule



### Our Goals

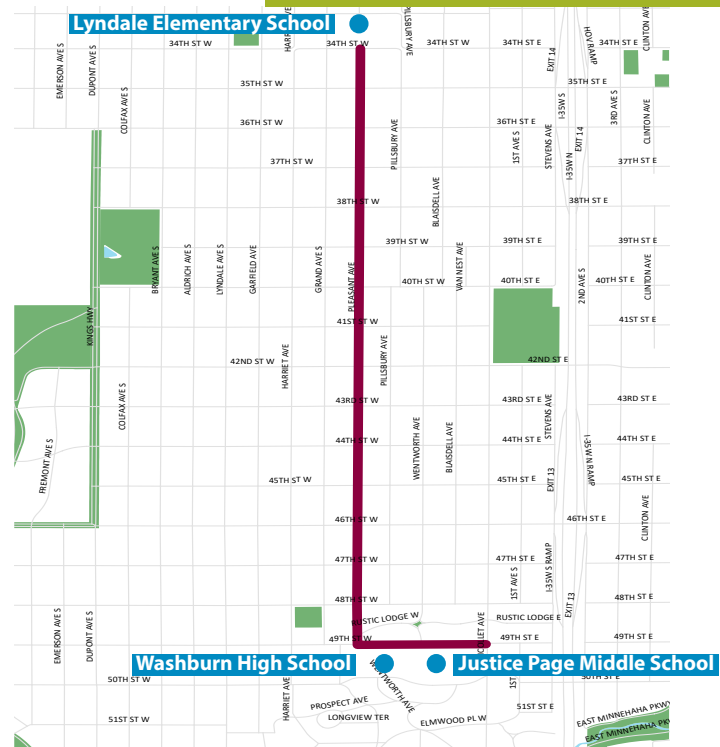


**BETTER  
 PATHWAYS  
 FOR  
 WALKING**



**IMPROVED  
 ROUTES  
 FOR  
 BIKING**

### PLEASANT AVE S FROM 34TH TO 49TH STREET



EXISTING PLEASANT AVE S

### Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

### Contact us

Bria Fast, Transportation Planner - Public Works  
 ☎ 612-427-3461 ✉ Bria.Fast@minneapolismn.gov

### For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800  
 - Hadii aad Caawimaad u baahantahay 612-673-3500.



# Butler Avenue Trail & Sidewalk Gap School Safety Improvements

MULTIUSE TRAIL AND SIDEWALK NEAR HERITAGE STEM MIDDLE SCHOOL, & ST. JOSEPH'S CATHOLIC SCHOOL AND MORELAND ELEMENTARY - DAKOTA COUNTY

## PROJECT DESCRIPTION

The Butler Avenue Trail & Sidewalk Gap School Safety Improvements project will close a high-priority gap in the bicycle and pedestrian network near St. Joseph's Catholic School and Heritage STEM Middle School. The proposed project will construct a multi-use trail along the south side of Butler Avenue and sidewalk along the north side from Delaware Avenue to Mahomin Avenue. This project is the final investment necessary for full implementation of the 2021 Dakota County School Travel Safety Assessment infrastructure recommendations for these schools.

### Location: West St. Paul, Dakota County

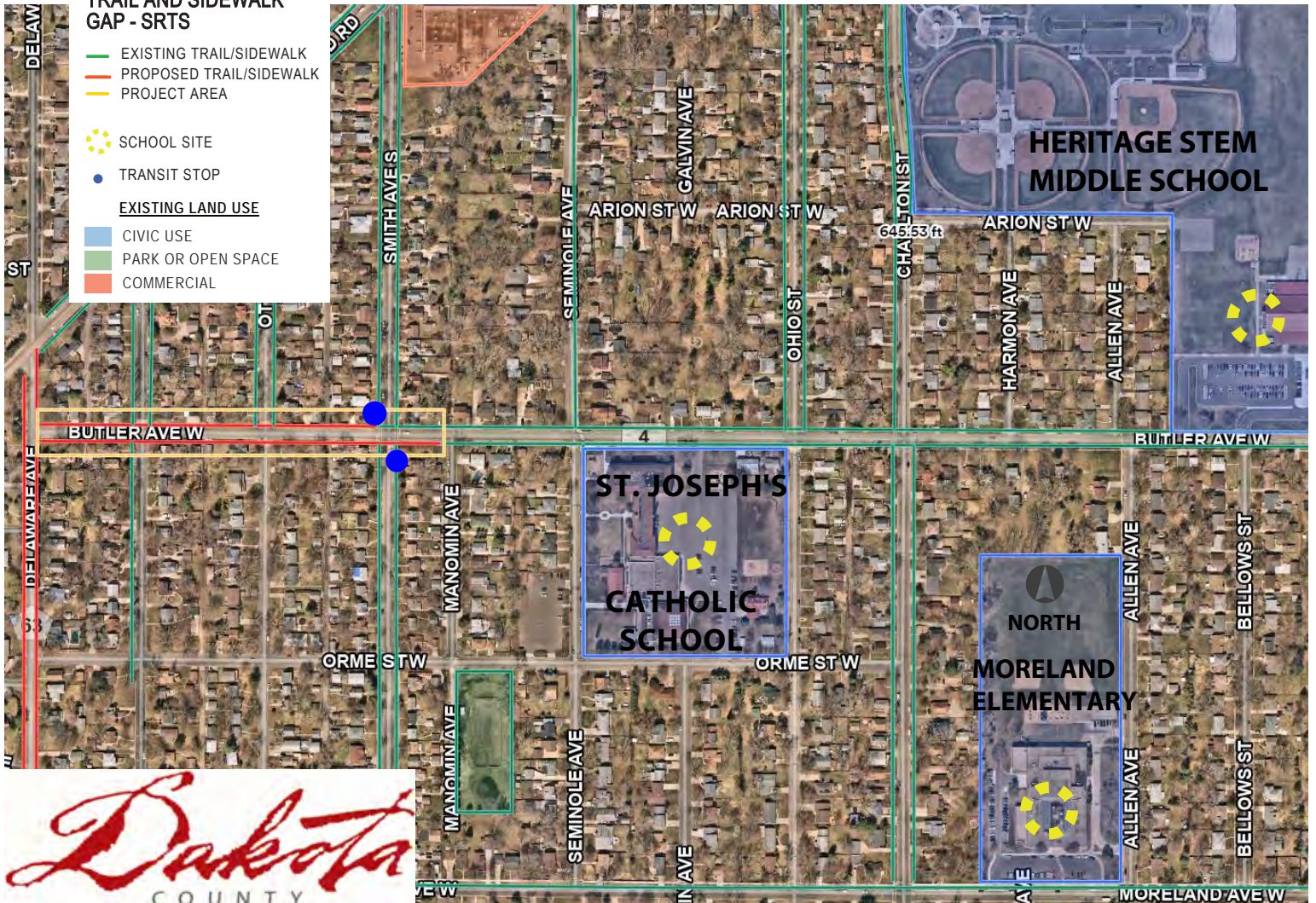
Requested Award Amount:	\$320,000
Total Project Cost:	\$400,000

## PROJECT BENEFITS

- » Provides a more direct east-west connection between St. Joseph's Catholic, Heritage STEM, and nearby residential areas in West St. Paul and Mendota Heights.
- » Fills a gap in the local and regional trail and sidewalk network with strengthened connections to the extensive existing local network, and fills a trail gap along a Tier 1 RBTN corridor.
- » Provides safe, accessible connections to the Route 62 transit stops at Smith Ave and Butler Ave.
- » Improved safety and comfort for pedestrians and bicyclists with separated trail and sidewalk.
- » Will be designed and constructed in coordination with the reconstruction of Delaware Avenue (CSA 63) which will add pedestrian and bicycle infrastructure along Delaware from Dodd Road to Marie Avenue.

### CR 4 (BUTLER AVE) TRAIL AND SIDEWALK GAP - SRTS

- EXISTING TRAIL/SIDEWALK
- PROPOSED TRAIL/SIDEWALK
- PROJECT AREA
- SCHOOL SITE
- TRANSIT STOP
- EXISTING LAND USE
- CIVIC USE
- PARK OR OPEN SPACE
- COMMERCIAL



# West Side Safe Routes to School



**SAINT PAUL**  
MINNESOTA

**Applicant:** City of Saint Paul

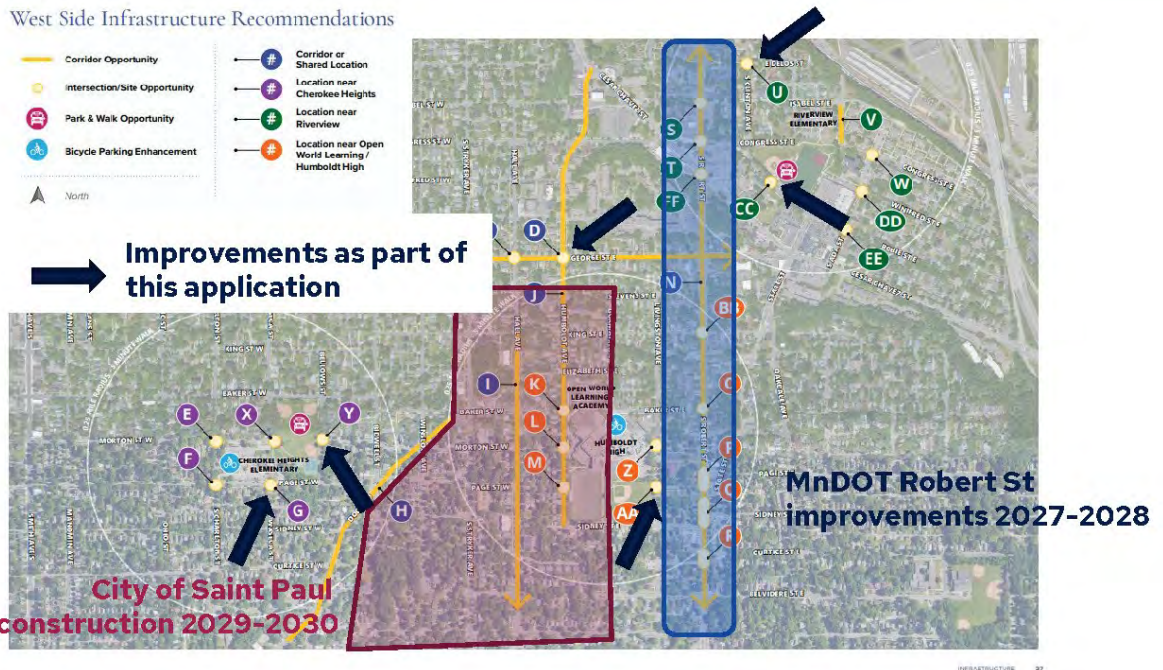
**Project Description & benefits:** The West Side Safe Routes to School plan from 2021 includes program and infrastructure recommendations for Cherokee Heights Elementary, Riverview Elementary, Open World Learning Academy (OWL), and Humboldt High School. OWL and Humboldt High School share a campus and all improvements are within the West Side neighborhood. This project would complete several crossing improvements recommended in the 2021 plan, including bump outs to reduce crossing distances and improve visibility as well as improving crossings and pedestrian ramps. The project locations (shown with a red circle on the map below) were chosen to supplement future improvements MnDOT has planned on Robert Street, and future neighborhood street reconstruction near Humboldt High/OWL planned by the City of Saint Paul.

**Project Cost:** \$777,400 Federal Amount + \$194,350 Local Amount = \$971,750 Total Cost

**Preferred program year:** 2028

West Side Infrastructure Recommendations

- Corridor Opportunity
- Intersection/Site Opportunity
- Park & Walk Opportunity
- Bicycle Parking Enhancement
- Corridor or Shared Location
- Location near Cherokee Heights
- Location near Riverview
- Location near Open World Learning/Humboldt High



**City of Saint Paul**  
**local street reconstruction 2029-2030**

**MnDOT Robert St**  
**improvements 2027-2028**

**Proposed Improvements and Benefits:** The bump outs proposed in this project will help slow automobile speeds at their respective location near a school. Additionally, bump outs reduce crossing distances for pedestrian and bicyclists as well as making them more visible to cars and cars more visible to them, helping to reduce collisions. Location labeled 'CC' would add a new crossing to connect Riverview Elementary to nearby park space. Each of these improvements help support and encourage more students and families to walk and bike to school by making it comfortable and safe.



# HAYES & ULYSSES STREET NE

## SAFE ROUTES TO SCHOOL IMPROVEMENTS

A safer street for students and kids to travel to and from school and around the neighborhood

### Project goals

- Make it easier to walk, bike, roll, and take the bus to schools
- Create a calmer neighborhood street for all users of all ages and abilities
- Improve access to neighborhood destinations
- Address traffic safety needs at high injury street intersections

### Project route

- Identified as a near-term low-stress bikeway
- Intersects with high injury streets
- Route will connect Pillsbury Elementary School, Northeast Middle School, and Waite Park Elementary School
- Prioritize traffic calming and improve safety

### Types of Improvements

- Bicycle boulevard
- Traffic calming may include traffic circles, curb bump outs, medians, diverters, signage, pavement markings, etc.
- ADA pedestrian ramps

### What's next

- Community engagement
- Coordinate with partner agencies, such as Minneapolis Public Schools and Hennepin County
- Develop 30% concept layout

### Project schedule



### Our Goals

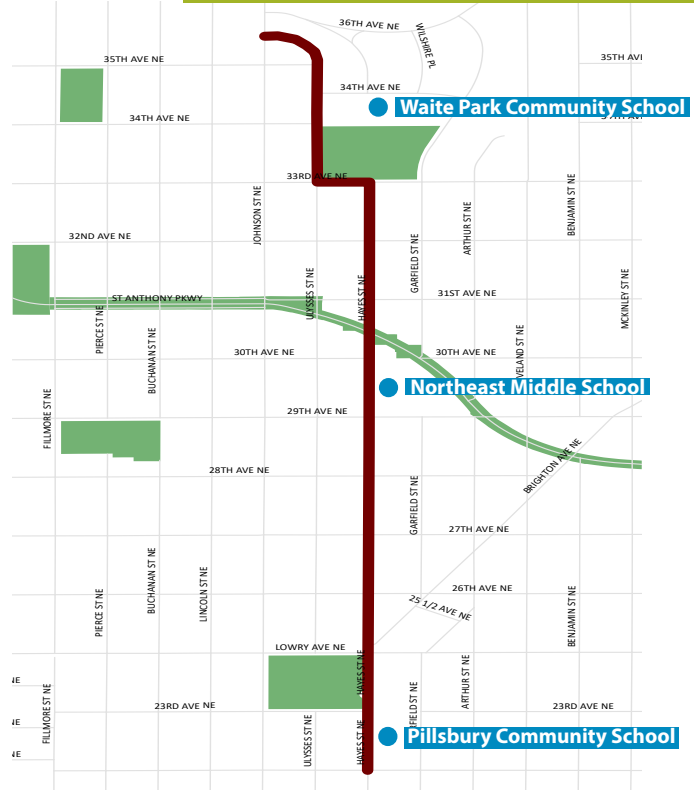


**BETTER  
 PATHWAYS  
 FOR  
 WALKING**



**IMPROVED  
 ROUTES FOR  
 BIKING**

**HAYES ST - 22ND AVE TO 33RD AVE  
 ULYSSES ST - 33RD AVE TO JOHNSON ST**



**NORTHEAST MIDDLE SCHOOL  
 ALONG HAYES ST NE**

### Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city's vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

### Contact us

**Bria Fast, Transportation Planner - Public Works**  
 ☎ 612-427-3461 ✉ Bria.Fast@minneapolismn.gov

### For reasonable accommodations or alternative formats:

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157.

Para asistencia 612-673-2700 - Rau kev pab 612-673-2800  
 - Hadii aad Caawimaad u baahantahay 612-673-3500.



# Sunset Drive Improvement Project

## City of Jordan

**Project Name:** Sunset Drive Improvements

**Applicant:** City of Jordan

**Primary Contact:**

Mike Waltman

City Engineer

210 East 1st Street

Jordan, MN 55352

612-221-6946

Michael.waltman@bolton-menk.com



**Location & Route:**

Sunset Drive Through Jordan School Campus



**Application Category:**

Safe Routes to School



**Funding Information:**

Requested Award Amount: \$1,000,000

Local Match: \$679,000

Project Total: \$1,679,000



**Additional Funding Sources:**

- City of Jordan
- Independent School District 171 Jordan Schools



**Recent Accident:**

Two children were hit by a vehicle and sustained injuries while crossing Sunset Drive in 2023.



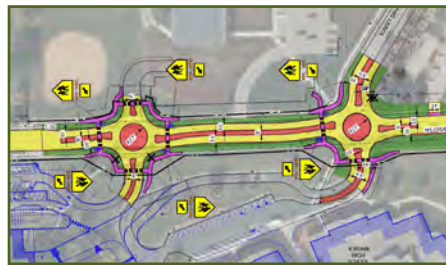
**Project Description**

The proposed project will reconstruct Sunset Drive, resulting in two compact roundabouts in order to provide safer access to Jordan Elementary and High Schools to the south, and Jordan Middle School to the north of Sunset Drive.

Sunset Drive is not currently adequate to handle the multi-modal methods used by students to get to school. The City of Jordan is working collaboratively with Jordan School District, ISD 717 to modify both Sunset Drive and the schools' site plan entrances to improve access and safety. There is currently only one marked crosswalk in the segment. The schools are accessed from Sunset Drive with multiple driveway accesses; these accesses are proposed to be replaced with singular direct access points at the proposed roundabout. These new roundabouts will help with traffic flow/queuing and provide safer and better defined pedestrian crossings with Rapid Rectangular Flashing Beacons (RRFBs). Jordan is forecasting significant growth and congestion and challenges with pedestrian and bicycle crossings will only continue to worsen if the area is not improved.

**Project Benefits**

The proposed project would improve multi-modal methods for students attending any of Jordan School District public schools. Given that all of the schools are located in such close proximity and there are shared facilities at each school, there are many daily pedestrian crossings on Sunset Drive. The proposed roundabouts with RRFBs at the Sunset Drive pedestrian crossing locations will reduce the number of conflict points by 75%, considerably calm traffic speeds, and create two-way staged crossings to simplify the pedestrian crossing experience. The RRFBs will further increase visibility to pedestrians and increase driver yielding compliance.



**Project Development and Status**

The City of Jordan and Jordan Public Schools have been working on this project for years. The project is based upon a 2015 Safe Route to School Plan, a follow-up 2019 traffic study, and a final traffic memo that determined the final concept. The City has completed a layout that is approved by the Jordan School District and match funding has been allocated by the City and Jordan School District. The City and School have recently completed more public engagement activities where the layout and concept have been publically supported.



Sunset Drive Improvements - City of Jordan  
MN Engineering (bolton-menk.com)



# 185<sup>th</sup> Street Trail Project

Safe Routes to School Infrastructure



This project completes a section of the RBTN by providing a missing link between trail segments and allows safe non-motorized access to **Century Middle School** from the west, a priority concern frequently cited by the public.

The City of Lakeville and Dakota County are working together to complete the multi-use trail system along both sides of 185th Street/County State Aid Highway (CSAH 60) between CSAH 50 and Ipava Avenue. Today, there are no sidewalks or bike facilities along most of the corridor and non-motorized traffic must travel in the roadway or along the shoulder. The proposed trails are planned to be constructed as part of the roadway reconstruction of 185th Street (expansion to 4-lane divided roadway), allowing the trail project to work with challenges including grading, soil corrections, wetland issues, and right-of-way mitigated by the roadway reconstruction.

The construction of new multi-use trails along the north and south sides of 185th Street between Jasmine Way and Ipava Avenue will provide multimodal and pedestrian connectivity to fix gaps in the existing local and regional trail network and support a safe facility for users of all ages and abilities. Not only does the current condition present safety challenges, it effectively prevents non-motorized access to **Century Middle School** to and from the west on 185th Street. This project was identified in a 2021 Safe Routes to School implementation plan, and these improvements will disproportionately benefit school children and disadvantaged and vulnerable populations who are more likely to rely on non-vehicle modes for transportation, and for whom recreation and healthy lifestyles may be more challenging to achieve.

## Addressing the 6 E's

This project addresses and integrates each of the 6 E's as follows.

**Evaluation.** Need for trails identified in Dakota County's School Travel Safety Assessment through analysis and public input.

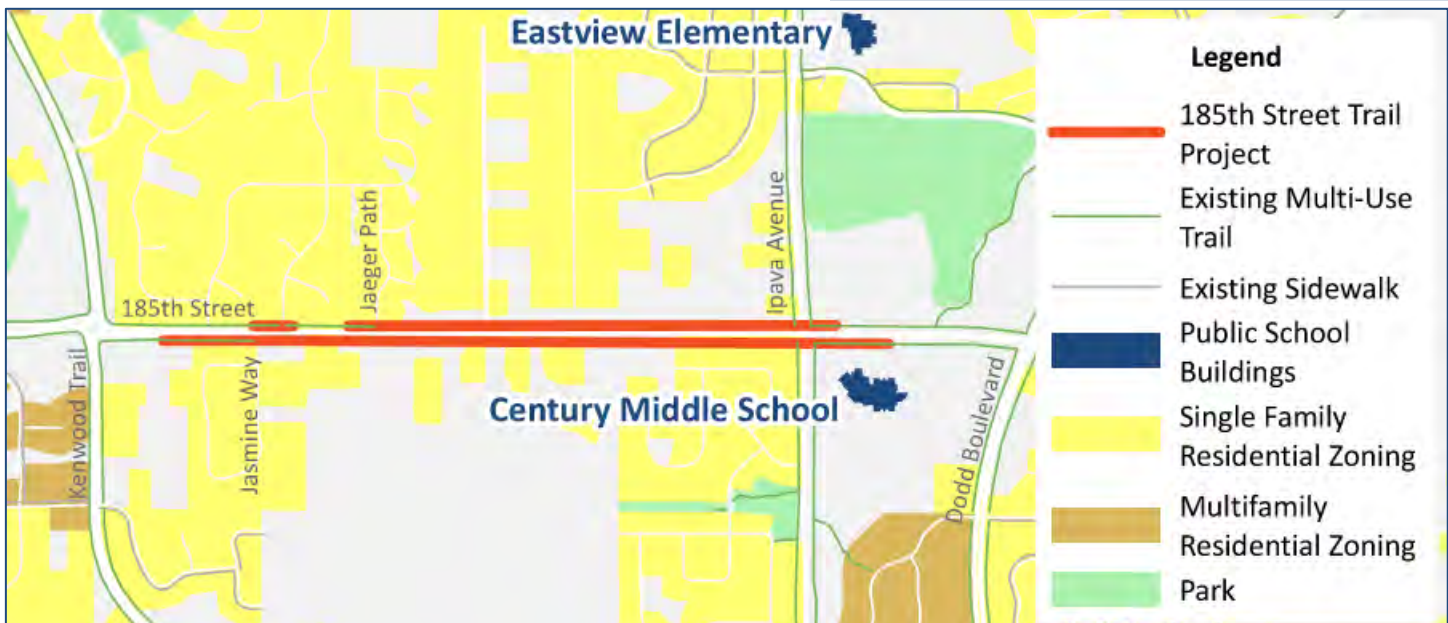
**Education.** Trails on both sides support Century Middle School's education efforts not to cross 185th Street midblock.

**Encouragement.** Students learn about the benefits of active transportation at school.

**Equity.** This project benefits all demographic groups, with an emphasis on students who face disparities and are more likely to walk or bike to school.

**Engagement.** There have been 5 rounds of engagement related to this project since 2020.

**Engineering.** Construction of trails provides a physical separation from vehicles, where today pedestrians and bicyclists are forced to use the shoulder.



# CSAH 82 (Mill St) SRTS Project

Attachment 01 | Project Narrative

<b>Project Name</b>		
CSAH 82 (Mill St) Safe Routes to School Project		
<b>City(ies)</b>		
Chanhassen	Excelsior	Shorewood
<b>Commissioner District(s)</b>		
6		
<b>Capital Project Number</b>		<b>Project Category</b>
2182300		Multimodal Safety (Corridor)
<b>Scoping Manager</b>		<b>Scoping Form Revision Dates</b>
Tim Bruers		12/6/2023



**Project Summary**  
Multimodal improvements along Mill Street (CSAH 82) from Holly Lane to 2nd Street in the Cities of Chanhassen, Excelsior, and Shorewood.

**Roadway History**  
Mill Street (CSAH 82) currently serves north/south trips between Carver County and Hennepin County as direct access is available to both TH 6 and TH 7. The roadway includes one vehicle lane in each direction with paved shoulders that provide space for on-road biking. This current configuration was introduced as part of a paving project completed in 2018 that included solid white pavement markings to better define the shoulder area. However, this current environment is relatively uncomfortable for multimodal users, especially people walking, as they are required to travel immediately adjacent to vehicle lanes since no sidewalk facilities exist. Mill Street (CSAH 82) is a priority alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with people driving on the highway.

**Initial Project Timeline**

Scoping:	2012 - 2021
Design:	Q1 2022 - Q4 2024
R/W Acquisition:	Q1 2024 - Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q3 2026

**Project Delivery Responsibilities**

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

**Project Description and Benefits**  
The proposed project includes the construction of a multi-use trail along Mill Street (CSAH 82) to provide a dedicated facility for people walking and biking. It is anticipated that the proposed design of the multi-use trail will be adjusted throughout the project limits to accommodate the surrounding topography. In addition, the relocation of existing overhead utilities may be required to ensure an obstruction-free facility for users. The new multi-use trail will connect users from Chanhassen, Shorewood, and Excelsior to the Downtown Excelsior Area that includes numerous places of interest. In addition, this project will provide an indirect connection to the Lake Minnetonka Regional Trail that extends from Victoria to Hopkins. This project will also benefit students, staff, and parents walking and biking to Excelsior Elementary School as identified in the City of Shorewood's Safe Routes to School Plan.

Project Budget -	Project Level
Construction:	\$ 2,440,000
Cost Estimate Year:	2023
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction:	\$ 2,590,000
Design Services:	\$ 510,000
R/W Acquisition:	\$ 510,000
Other (Utility Burial):	\$ -
Construction Services:	\$ 260,000
Contingency:	\$ 780,000
<b>Total Project Budget:</b>	<b>\$ 4,650,000</b>

**Project Risks & Uncertainties**  
No significant project risks or uncertainties identified at the time of application submittal.

**Funding Notes**  
This project is a candidate for federal funding through the Metropolitan Council's Regional Solicitation in recognition of the completed SRTS Plan for Excelsior Elementary School.



## Project Summary

**Project Name:** Old Highway 10 Trail SRTS Improvements

**Applicant:** City of Arden Hills

**Total Project Cost:** \$3,679,000

**Requested Federal Dollars:** \$1,00,000

**Project Location:** Old Highway 10 between Lake Valentine Road and Highway 96 W. (CSAH 96) in Arden Hills

### Project Description:

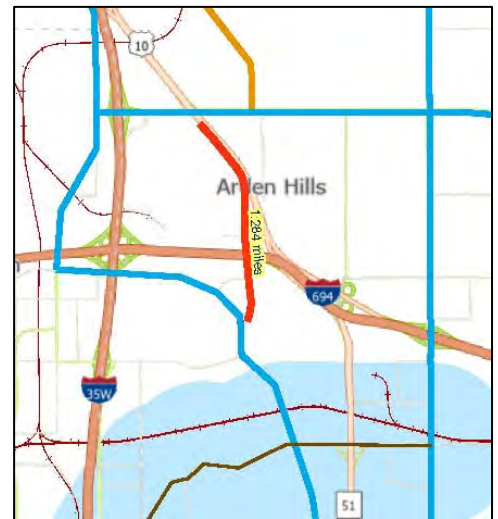
The proposed project will improve bicycle and pedestrian facilities along Old Highway 10, between Lake Valentine Road and Highway 96 W (CSAH 96) for travelers of all ages and abilities by establishing a safe and comfortable connection to Valentine Hills Elementary School and Mounds View High School. This project will also provide connections to other sidewalks and trail facilities, parks, and key destinations within the project area. The primary goal of the proposed project is to improve multimodal safety and access for K-12 students and to encourage active transportation for the neighboring community.

The proposed project will upgrade pedestrian facilities along Old Highway 10, improving the safety of the pedestrian environment. The proposed project includes the following elements:

- Trail: 1.28 miles of new, ADA-compliant, ten-foot-wide paved trail from Lake Valentine Road to Highway 96 W (CSAH 96).
- Curb ramps: Ten new, ADA-compliant curb ramps along Old Highway 10.
- Retaining walls: 1,289 linear feet of concrete block retaining walls with a maximum height of 4 feet.
- Boardwalk: 500 linear feet of ADA-compliant, 12-foot-wide structural wood boardwalk.

### Project Benefits Include:

- Improve access and safety for students walking or biking to Valentine Hills Elementary School, and Mounds View High School, as well as other key destinations in the project area, including Bethel University.
- Strengthen the City's alternative transportation network, support active living, and expand transportation options.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.
- Provide last-mile bicycle and pedestrian facilities to schools and key destinations, enabling residents of low-income housing alternative modes of access.



*Project Location*



*Existing Conditions*

*Summary:* In 2022, the region launched the EV Spot Network: Evie Carshare and EV Spot Charging. TAB provided startup funding for Evie Carshare, which has been matched with millions of dollars from other public and private entities.

Use has grown rapidly. Evie Carshare recently passed a major milestone: 150,000 trips and 1.5 million emission-free miles. Evie Carshare vehicles are used on average three times a day, a national record.

This success creates two clear needs. The first is to bring this option to more people, in more neighborhoods. The second is to increase vehicle availability. The current high utilization means that people who need a vehicle often cannot use one.

This application funds 50 new shared EV electric vehicles. These vehicles would 1) serve an expanded service area, and 2) increase the availability of carshare vehicles across the service area.

*Discussion:* In response to the popularity of Evie Carshare, and requests, we evaluated neighborhoods for possible expanded service.

- We used criteria including transportation need and equity.
- We looked at places where current Evie Carshare trip ends are bunched against the current service area boundary. The data clearly show places where people would like to extend Evie Carshare trips, but cannot due to the limited service area.

That evaluation identified neighborhoods for possible new service, contiguous to the current service area, totaling eight square miles. The evaluation also identified areas in the current service area that need better service.

In response, we are implementing the following plan: This application for 50 new shared EVs to extend service to new neighborhoods, and meet demonstrated need in the current service area. We also applied to the federal “Charging and Fueling Infrastructure” opportunity for chargers to support the same goals.

These applications are independent. While the EV Spot Charging network will eventually need additional chargers, current charging capacity is sufficient to support the proposed vehicles and service area expansion.

In sum, we have developed a vision for bringing this popular and well-used option to more people. This vision anticipates:

1. Targeted expansion of the existing service area
2. Increasing charging network and vehicle density within the current service area (i.e., adding more chargers and cars)
3. Adding round-trip carshare hubs along BRT/LRT lines

This application fulfills objectives 1 and 2. The expansion along the Gold Line proposed by our partners at Washington County supports objective 3.

# EV Carshare at Suburban METRO Gold Line Stations

## Unique Projects Funding Category

### Project Location

At or adjacent to selected METRO Gold Line stations in Washington County, in the cities of Oakdale and Woodbury.

### Funding Request

Federal: \$ 639,936

Local Match: \$ 159,984 (20%)

Project Total: \$ 799,920

### Project Goals

- ◆ Connect transit users to an area beyond the 'last mile'
- ◆ Better connect people to where they need to go, affordably and reliably
- ◆ Reduce the impacts of providing that transportation
- ◆ Expand public EV charging options

## Project Summary

This project would place Electric Vehicle (EV) carshare hubs and public charging at select METRO Gold Line stations in Washington County, substantially increasing the number of destinations available to Gold Line users, and creating public charging infrastructure. The project will include make-ready infrastructure for chargers, and shared electric vehicles.

The TAB-funded expansion of the EV Spot Network to Saint Paul's East Side is creating hubs at urban Gold Line stations. This application in an expansion to the more suburban eastern half of the Gold Line, and delivers extended connectivity to suburban stations.

## Summary of Project Benefits

- ⇒ Increase transportation options for cost-burdened households
- ⇒ Expand the reach and access of high frequency transit
- ⇒ Provide opportunity for public facing EV charging options in a suburban area
- ⇒ Reduce greenhouse gas emissions and congestion
- ⇒ Demonstration project to encourage future expansion into more suburban areas



Credit: evie Carshare

## Ramp A Mobility Hub Project Summary



**Applicant:** City of Minneapolis

**Project Location:** 101 N 9th St, Minneapolis, MN 55403

**Total Project Cost:** \$1,522,580

**Requested Federal Dollars:** \$1,218,064

### Project Description:

The proposed project is the transformation of Ramp A in downtown Minneapolis into a regional mobility hub. With the addition of pedestrian improvements such as lighting, wayfinding signage, improved bike lanes, and additional secure bike lockers/storage, the project will be a model to surrounding communities as well as to cities across the U.S. for how a mobility hub should be designed and structured. Updates to the ramp will further improve the public's perception of public transportation options in downtown Minneapolis and encourage the use of non-Single Occupant Vehicle (SOV) transit which will lead to the reduction of private vehicles on the road as well as decrease air pollution and traffic congestion, resulting in lower Greenhouse Gas (GHG) emissions.

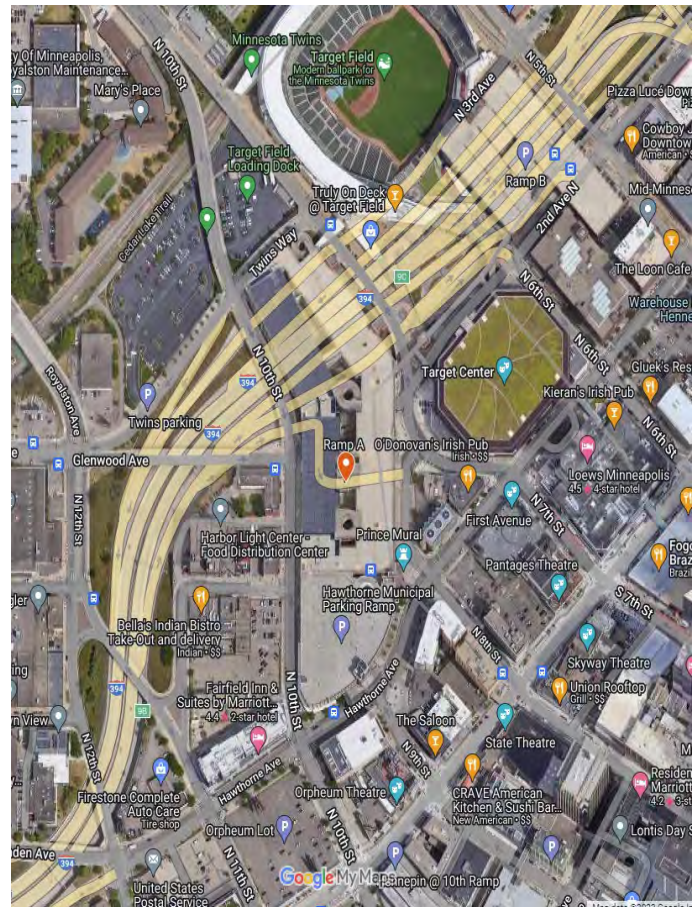
### Proposed Project Elements:

- Removal of storage area walls
- Addition of bike lockers and secure storage
- Installation of electric vehicle chargers
- Improved pedestrian lighting
- Installation of wayfinding signs

### Project Benefits Include:

- Increased last-mile transit options
- Reduction of GHG / emissions
- Creation of a sense of destination
- Link City-identified job centers, commercial areas, neighborhoods, open spaces, cultural and institutional places, and other destinations via alternative transportation options

### Project Location:



### Existing Conditions:

