

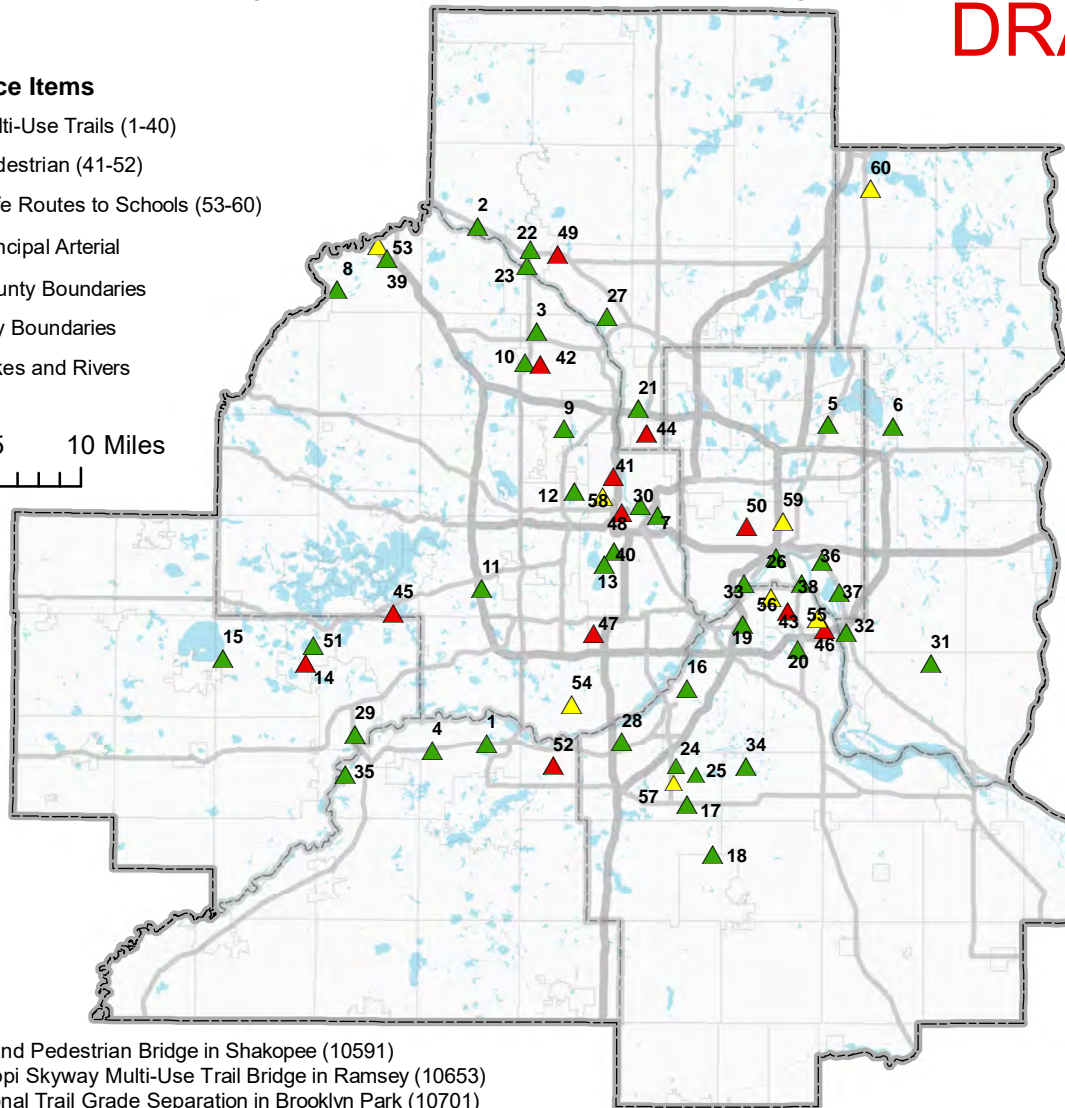
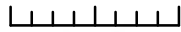
Locations of 2018 Submitted Applications for Regional Solicitation Bicycle and Pedestrian Projects

DRAFT

Reference Items

- ▲ Multi-Use Trails (1-40)
- ▲ Pedestrian (41-52)
- ▲ Safe Routes to Schools (53-60)
- Principal Arterial
- ▭ County Boundaries
- ▭ City Boundaries
- ☁ Lakes and Rivers

0 2.5 5 10 Miles



Multi-Use Trails

1. Hwy 169 Bicycle and Pedestrian Bridge in Shakopee (10591)
2. Regional Mississippi Skyway Multi-Use Trail Bridge in Ramsey (10653)
3. Rush Creek Regional Trail Grade Separation in Brooklyn Park (10701)
4. Count Rd 17 Bicycle and Pedestrian Bridge over Hwy 169 (10718)
5. Bruce Vento Regional Trail in Ramsey County (10744)
6. County Rd 12 Multi-Use Trail in Washington County (10778)
7. University Ave and 4th St SE Protected Bikeways in Minneapolis (10791)
8. Crow Hassan Park Reserve to Lake Independence Regional Trail Connection in Rogers and Hanover (10836)
9. Bass Lake Rd Multi-Use Trail in Crystal (10848)
10. Bottineau Blvd Multi-Use Trail in Osseo and Brooklyn Park (10849)
11. Excelsior Blvd Multi-Use Trail in Minnetonka (10850)
12. Bassett Creek Regional Trail in Golden Valley (10854)
13. 36th St W Pedestrian and Bicycle Connection in Minneapolis (10866)
14. Lake Minnetonka Regional Trail in Carver County (10885)
15. Lake Waconia Regional Trail in Carver County (10886)
16. Minnesota River Greenway in Eagan (10894)
17. County Rd 42 Multiuse Trail and Crossing in Apple Valley (10895)
18. North Creek Greenway in Lakeville and Farmington (10896)
19. River to River Greenway in Mendota Heights (10897)
20. Inver Grove Heights Babcock Trail (10898)
21. Fridley 7th St and 57th Ave Trail Connections (10899)
22. Anoka Riverwalk West Rum River Trail (10908)
23. Anoka 4th Ave Trail Connection Rum River Trail (10909)
24. Apple Valley County Rd 38 Trail (10915)
25. Apple Valley Johnny Cake Ridge Rd Trail (10917)
26. Kellogg Blvd Capital City Bikeway in Saint Paul (10929)
27. Coon Creek Regional Trail and Pedestrian Bridge in Coon Rapids (10938)
28. Hwy 13 and Nicollet Ave Pedestrian Crossing (10941)
29. Circle the Brick Trail Connection in Chaska (10970)
30. Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities (10973)
31. Central Greenway Multi-Use Trail Segments in Cottage Grove and Woodbury (11003)
32. County Rd 38 Multi-Use Trail in Washington County (11004)
33. Sam Morgan Regional Trail in Saint Paul (11025)
34. Rosemount Greenway Downtown Trail (11033)

35. Merriam Junction Trail in Scott County (11036)
36. Fish Hatchery Trail in St. Paul (11040)
37. Point Douglas Regional Trail in St. Paul (11041)
43. West St. Paul Wentworth Sidewalk Construction (10902)
44. Central Ave Pedestrian Enhancement Project in Columbia Heights (10903)
45. Galpin Lake Pedestrian Improvements in Shorewood (10948)
46. Concord Exchange Pedestrian Improvements in South St. Paul (10966)
47. 69th St West Pedestrian Improvements in Richfield (10979)
48. ADA Retrofits at Blue and Green Line Extension Station Areas (10995)
49. Round Lake Blvd Pedestrian Accommodations over US 10 in Coon Rapids (10996)
50. Front Ave Sidewalk Gap Infill in Saint Paul (11012)
51. County Rd 11 Pedestrian Crossing Improvements in Victoria (11043)
52. County Rd 16 ADA Pedestrian Improvements in Savage (11047)

Pedestrian

41. Lyndale Ave North Pedestrian Safety Improvements in Minneapolis (10776)
42. West Broadway Ave BLRT Streetscape Improvements (10833)
43. West St. Paul Wentworth Sidewalk Construction (10902)
44. Central Ave Pedestrian Enhancement Project in Columbia Heights (10903)
45. Galpin Lake Pedestrian Improvements in Shorewood (10948)
46. Concord Exchange Pedestrian Improvements in South St. Paul (10966)
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Safe Routes to Schools

53. Hassan Elementary School Trail in Rogers (10724)
54. Bloomington 102nd St Improvements (10807)
55. South St. Paul Secondary Safe Routes to School (10869)
56. West St. Paul Bidwell Street Sidwalk Improvements (10901)
57. Greenleaf Elementary Galaxie Crossing in Apple Valley (10916)
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59. Bruce Vento Elementary Safe Routes to School in Saint Paul (10934)
60. Goodview Ave Pedestrian Underpass in Forest Lake (10964)

CITY OF SHAKOPEE

TH 169 BICYCLE AND PEDESTRIAN BRIDGE/QUARRY LAKE TRAIL PROJECT SUMMARY

The US 169 Bicycle and Pedestrian Bridge/Quarry Lake Trail Project is located within Shakopee, the county seat of Scott County, and provides a direct connection to the Tier 1 RBTN corridor along CSAH 101. This new section of trail and pedestrian bridge is a Tier 2 RBTN Corridor in the 2040 Transportation Plan. The project eliminates a significant gap in the local and regional trail system between residential, educational and commercial areas south of US 169 and employment and recreational destinations north of US 169. The proposed trail/bridge connects an existing trail north of Dean Lake across US 169 to Quarry Lake Park and the CSAH 101 trail (part of the MN Valley State Trail).

The project consists of a 7-span (750 foot) pedestrian and bicycle bridge over US 169. In addition to the bridge, the proposed project includes approximately 1,350 feet of trail with 150 feet south of US 169 to replace and tie into an existing trail and the remaining 1,200 feet north of US 169 to connect to the Quarry Lake Park trail entrance (Figures 1 and 2).

Freeway US 169 is a major barrier for pedestrian and bike users. This project connects the south and north trail systems within Shakopee at a needed location. There are no grade-separated crossings of US 169 between CSAH 83 and Stagecoach Rd. The Stagecoach Rd. crossing is 4.9 miles from CSAH 83 by bicycle and adjacent to an active railroad switching yard; it can be blocked for up to a half-hour - multiple times per day. From the proposed project location, cyclists and pedestrians are currently required to travel 3.1 miles to reach the Stagecoach Rd crossing and often experience significant delays before being able to cross due to trains. Safe connections across the highway are needed to facilitate pedestrian and bicycle transportation to and from recreational, residential, commercial, institutional and industrial areas.

This project will eliminate the last gap between areas south and north of US 169. As shown in Figure 2, the City of Shakopee has a robust system of trails both north and south of US 169. However, the trails are not currently linked across US 169 at the east side of the city. This project enhances local and regional trail connectivity, removes regional barriers, provides a grade separation between high-speed traffic and pedestrians/bicyclists and fills a gap in the Shakopee and regional trail network. When complete, bicyclists and pedestrians will be able to make seamless connections to the Minnesota Valley State Trail, trails along CSAH 16, CSAH 83, CSAH 42, 12th Ave. and trails in Bloomington. The project improves access for users to reach several major employers on both sides of US 169, including Shutterfly, Rosemount-Emerson, Amazon, Bayer, Datacard, MyPillow, Entrust, as well as employers and residents of Bloomington, Minnesota.

The City of Shakopee is requesting \$2,752,000 federal funding for this project. The city will match 20% of the estimated project costs which equates to \$688,000. The estimated total project cost is \$3,440,000. This project is feasible to start in 2021, if funding is available earlier. Otherwise, the project start date would be in 2022.



Project Location:

Highway 10/169 Corridor,
City of Ramsey, Anoka County



Federal Funds Request:

Federal: \$3,240,000
Local Match: \$810,000
Project Total: \$4,050,000



Local Investments:

This is a shovel ready project that the city will initiate as soon as funding is designated.

- \$100K TOD Grant for Preliminary Design
- MRT connection with south bridge touchdown point at the Mississippi River Regional Trail land donated by private developer—valued > \$100,000
- \$490k National Park Service investment for Final Plans and Spec for construction of the skyway extension
- Level 2 Layout approval by MnDOT, Bridge #02053
- Removal of overhead power near south touchdown point
- Realignment of the Central Anoka County Regional Trail to connect the Ramsey Northstar Station with CSAH 116 and utilize the future Mississippi Skyway to cross TH 10/169

Project Purpose

The Regional Mississippi Skyway Multiuse Trail Bridge will provide a *vital, non-motorized, grade-separated connection* across Highway 10/169 to the Center of Ramsey (COR), a 400-acre Transit Oriented Development area within the City of Ramsey. Specifically connecting the Northstar Transit Station, mixed use amenities, 750 households within a half-mile (288 more to be constructed within a year), and the Mississippi River Regional Trail. The 4-lane divided principal arterial is a significant non-motorized barrier, connecting Minneapolis-St. Paul to St. Cloud, and carrying up to 47,500 vehicles per day (4% heavy truck) through the City of Ramsey.

Immediate Need

Today, a continuous pedestrian system does not exist along Highway 10/169 resulting in pedestrians walking and biking along the roadway shoulders and crossing the 4-lane divided highway at unmarked locations. The past 10 years have seen five crashes involving a pedestrian or bicyclist. **Two of these crashes resulted in a pedestrian fatality.**



Biker on shoulder during winter months

Continued development of the Ramsey COR and the Regional Park on the opposite side of the highway, has the city, county, and MnDOT concerned for the significant increase in non-motorized trips across Highway 10/169 that it will draw. In addition, the city has recently initiated the Ramsey Highway 10 Corridor Improvement Project which will result in a singular vision to reduce a significant number of private and local access points along the highway. While beneficial to motorized safety and mobility, it further degrades the already unsafe non-motorized environment along Highway 10/169 by allowing for increased motorized speeds and capacity. The Highway 10 project recognizes the Mississippi Skyway as an integral project component to address non-motorized deficiencies and safety issues.

Funding the Mississippi Skyway project benefits the Highway 10/169 corridor's role in regional transportation and economy in terms of efficient freight movement and connections to jobs and services. Heavy traffic volumes, severe back-ups, and traffic delays impact accessibility and safety for pedestrians and bicyclists in addition to vehicle traffic. Roadway and non-motorized system improvements, to diminish local highway trips, are equally important to reduce congestion and improve safety along the Highway 10/169 corridor.

Project Benefits

- Eliminates physical non-motorized barrier
- Grade-separate connection between regional destinations
- Connects a RBTN Tier 1 and Tier 2 corridor
- Integrates and extends existing and planned regional infrastructure
- Promotes non-motorized transportation in an area that provides jobs and services
- Supports Northstar Transit connections
- *Effective nexus between housing, transportation, employment, and recreation*



The bridge connection between two east-west continuous regional trails will remove the need for pedestrians and bicyclists to utilize the highway shoulders or cross the 4-lane divided highway to reach the several regional destinations in the project area.

Project Summary

Project Name – Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Applicant – City of Brooklyn Park

Project Location – Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County

Project Map –



8757_GRAPHIC_Rush Creek Trail_Layout

Total Project Cost – \$1,213,000

Requested Federal Dollars - \$970,000

Before Photo –



Project Description – The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District’s Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,900 vehicles per day. An additional challenge at this crossing is the trail’s dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

Project Benefits – The proposed Rush Creek Regional Trail Grade Separation will provide the following benefits:

- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Underserved residents will benefit from better access to the area’s jobs and improved transit facilities/routes.

One Page Summary

Project Name: CH 17 Pedestrian/Bicycle Bridge

Applicant: Scott County

Project Location: City of Shakopee

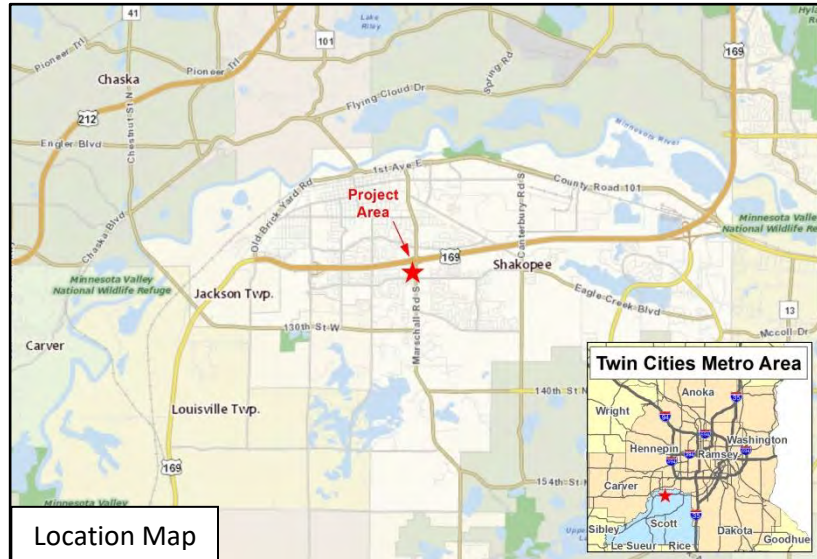
Route: From CSAH 16 to US 169 and CSAH 17 NW Ramp

Requested Award Amount:
\$950,080

Total Project Cost:
\$1,187,600

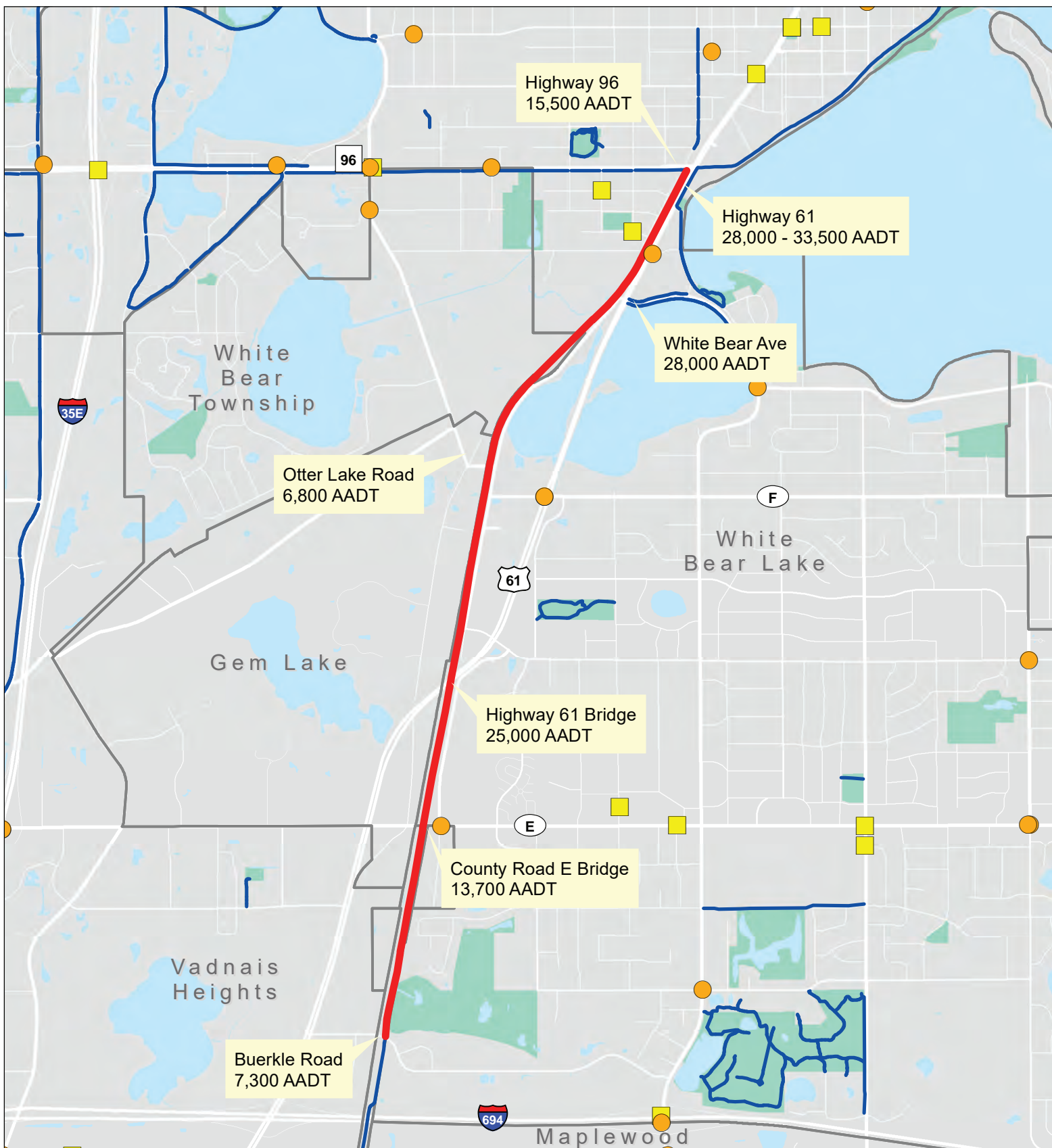
Project Description: The project will construct a pedestrian/bike overpass of TH 169 on the west side of CSAH 17 from CSAH 16 to the NW ramp of TH 169 and a trail segment gap along the west side of CSAH 17 in existing right-of-way. CSAH 17 is an A-Minor Expander in Scott County. CSAH 17/TH 13 runs the entire north-south distance through the County. There is no existing trail crossing on the west side of CSAH 17 to connect residents that live on either side of TH 169 and west of CSAH 17.

The bike and pedestrian bridge on the west side of CSAH 17 closes the gap and provides a facility that crosses TH 169, a major barrier for a RBTN Tier 2 Alignment. The project will provide a direct pedestrian link to the Marshall Road Transit Center, which is located on the west side of CSAH 17. Since there is no trail on the west side of CSAH 17 along the transit center's frontage, there is no way for pedestrians/bicyclists to conveniently access the transit center and connect with the non-motorized travel linkage in this corridor. In addition, the project will connect residents on the southwest side of US 169 to a community grocery store/shopping area on the northwest side of US 169.

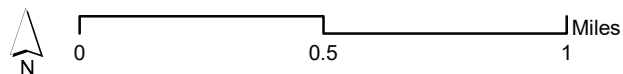


Project Benefits: Close System Gap, Provides bike/ped access to Marshall Road Transit Station

Bicycle and Pedestrian Crashes in Project Area (2010 - 2014)



- Project
- Existing Trail or Bike Lane
- Crashes Involving Pedestrians
- Crashes Involving Bicyclists



Project Summary: CSAH 12 (75th/Stillwater Road) Trail Rehabilitation and ADA Compliant Improvements from CSAH 29 (Hilton Trail) to CSAH 15 (Manning Avenue) in the City of Mahtomedi and Grant Township

This application is a request for \$756,978.99 in funding for trail rehabilitation and ADA compliant improvements on the trail along CSAH 12 between CSAH 29 and CSAH 15 in the City of Mahtomedi and Grant Township.

The existing trail along CSAH 12 was originally constructed over 40 years ago. Since that time, there has been one mill and overlay project to improve the trail's condition, taking place over 22 years ago. This trail has been a critical part of the community's non-motorized transportation network for decades. Throughout this time, the trail has never been ADA compliant and creates a barrier for those with accessibility needs to safely and confidently use the trail facility.

The proposed project includes rehabilitation of the existing multi-use trail along CSAH 12, an A-Minor Reliever, in the city of Mahtomedi and Grant Township. The trail's surface will be rehabilitated and improvements will be added to ensure the trail is compliant with ADA requirements. This will benefit the wide variety of trail users. The trail provides convenient access to the many commercial areas, community resources and neighborhoods of Willernie, Mahtomedi and Grant. It connects the community to critical services like the Wildwood Library, Mahtomedi City Hall, Mahtomedi Fire Station and St Andrew's Church. St. Andrew's Church, located on CSAH 12, is an active community with many resources targeted towards crisis and low-income populations. Students and staff at Mahtomedi High School, Mahtomedi Middle School, and Wildwood Elementary School are also able to take advantage of trail access as they are all located along CSAH 12.

The trail will be especially beneficial for the underrepresented populations in the area. Within 2 miles of the project location are 5 senior living facilities. Additionally, Lincoln Place, a workforce housing complex, is located at the corner of Hilton Trail and CSAH 12. Providing an improved trail will help these populations to use the trail and give them an opportunity for active living and promote recreation.

On a regional scale, CSAH 12 serves as an important link for Mahtomedi, Willernie, Grant Township, and White Bear Lake to Stillwater and the larger St. Croix River Valley. Nearly 10,000 vehicles drive on the roadway every day. The adjacent trail improvements will help provide a better regional connection between the aforementioned cities. This is especially important given the trail is a part of the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) and is designated as a Tier 1 alignment.

The trail improvements along CSAH 12 will also help provide efficient access to the nearby Brown's Creek trail that terminates in Stillwater and the Gateway State Trail which spans from St. Paul to north of Stillwater. Area residents and visitors will enjoy safer and accessible facilities.

Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) Enhanced Bikeway
Roadway:	CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street)
Project Termini:	I-35W to SE Oak Street
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$5,500,000
Total Project Cost:	\$9,575,000

Project Information

The proposed project will construct a permanent, raised protected bikeway barrier along CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) wherever feasible, and appropriate to provide a permanent and durable vertical barrier between bicycle and automobile travel lanes. In coordination with Metro Transits Route 6 Corridor Bus and Bus Stop Modernization' project the project will enhance bus stops, constructing floating bus stops where feasible. The project will construct protected intersections at appropriate locations where two protected bikeways intersect.

Project Benefits

The proposed project will provide a safe, comfortable and separated space along these corridors that is dedicated for bicyclists. It will also greatly reduce crash rates at intersections by enhancing visibility therein and creating more predictable movements for all modes of travel. Additionally, it eliminates conflict between bicyclists and buses, as it reconfigures the roadway so that buses do not stop to load and unload in designated bike lanes. The project will also upgrade curb ramps and signals to be ADA compliant, providing a benefit to people walking and transit users.

Crow River Regional Trail Project Summary



Project Name: Connecting Crow Hassan Park Reserve to the Lake Independence Regional Trail

Applicant: Three Rivers Park District

Project Location: Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection

Total Project Cost: \$1,336,755

Requested Federal Amount: \$1,069,404

Local Match Amount: \$267,351

Project Description

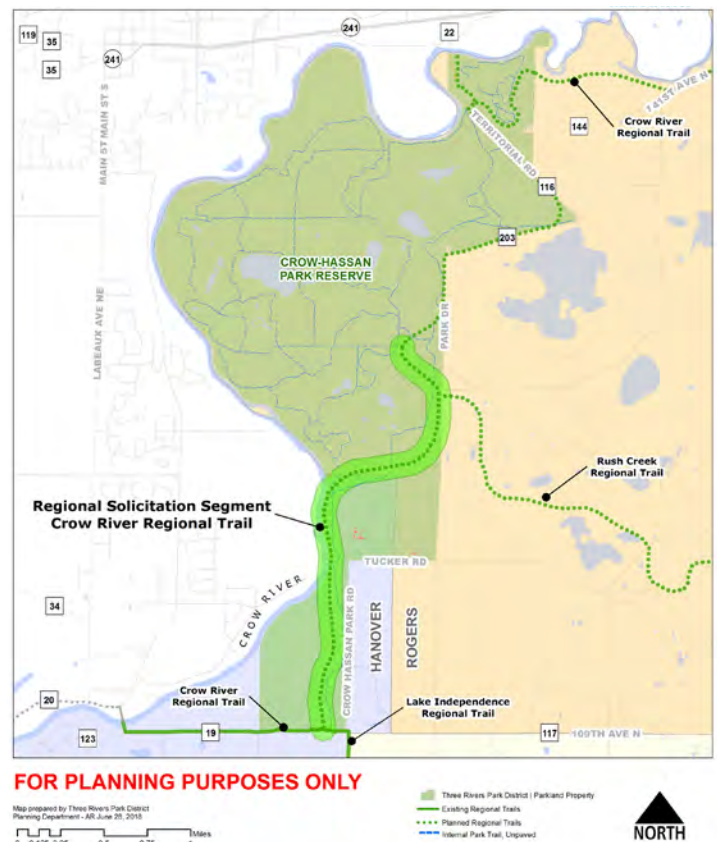
This project will construct a 2.8-mile portion of the Crow River Regional Trail in the Crow-Hassan Park Reserve in the northwest corner of Hennepin County. The trail extents of this segment are from Hennepin County Road 19 and 117 (109th Avenue North) to the Crow-Hassan Park Reserve trailhead parking lot, west of the Park Preserve Road and Hennepin County Road 203 (Park Drive) intersection.

Project Elements

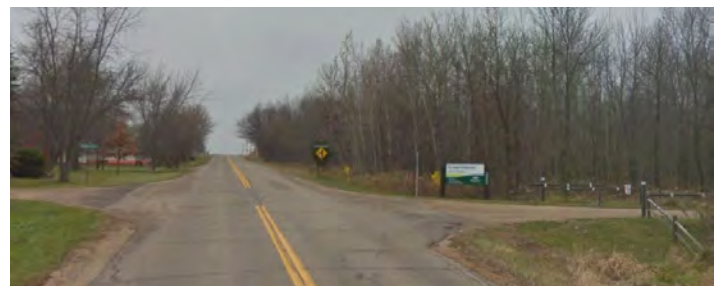
- A 10-foot wide, off-street, multi-use trail through the Crow-Hassan Park Reserve
- Direct connections to the existing Lake Independence Regional Trail, a segment of the existing Crow River Regional Trail, and the future Rush Creek Regional Trail
- Visual touchpoint with the Crow River
- ADA compliant trail design

Project Benefits

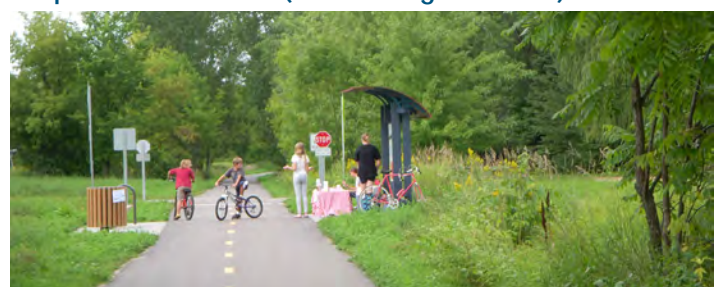
- Fill a gap for people walking and bicycling between Crow-Hassan Park Reserve and the existing Crow River Regional Trail that crosses the Crow River in Hanover and the Lake Independence Regional Trail.
- Provides a safe, continuous and contiguous trail corridor for all ages, physical abilities and travel modes
- Provide a direct bicycle and pedestrian cross-jurisdictional connection between the cities of Hanover and Rogers, and eventually connect with the cities of Maple Grove and Dayton
- Provides an important north-south bicycle and pedestrian connection that parallels Hennepin County Road 203, which does not have any existing sidewalks or bicycle accommodations
- Connects to an existing RBTN Tier 2 alignment on Hennepin County Road 19 and will eventually intersect with a RBTN Tier 1 Search Corridor located along Hennepin County Road 116/Territorial Road in Rogers



Before Conditions



Proposed Conditions (Similar Regional Trail)



**HENNEPIN COUNTY
MINNESOTA**



2018 REGIONAL SOLICITATION

Project Location

Existing Conditions



Project Overview

Project Name: CSAH 10 (Bass Lake Road) Multi-Use Trail
Roadway: CSAH 10 (Bass Lake Road)
Project Termini: CSAH 8 (W Broadway Avenue) to Xenia Avenue N
Project Location: City of Crystal

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$457,220
Total Project Cost: \$571,525

Project Information

Hennepin County is proposing to construct a multi-use paved trail along the south side of Bass Lake Road (CSAH 10) from W Broadway Avenue (CSAH 8) to Yates Avenue N. Additionally, Hennepin County will construct a trail on the north side of Bass Lake Road from Yates Avenue to Bottineau Boulevard for people traveling westbound, and will stripe on-street bike lanes on the north and south sides of Bass Lake Road between Yates Avenue and Xenia Avenue in order to connect to existing bike lanes. The segment between Sherburne Avenue and Bottineau Boulevard (CSAH 81) will be constructed by the City of Crystal as part of the Becker Park redesign. Crossing improvements across Bottineau Boulevard will be constructed as part of the Blue Line Extension Light Rail Transit project, and crossing improvements at additional intersections will be evaluated as part of this project.

Project Benefits

The proposed project fills a bikeway gap as identified in Hennepin County's *2040 Bicycle Transportation Plan*, and will improve safety by providing a separated space for people to walk and bike. Upon completion of this project, people biking and walking will have a safe and comfortable connection to Becker Park, the proposed Bass Lake Road light rail station, and the Crystal Lake Regional Trail.

**HENNEPIN COUNTY
MINNESOTA**

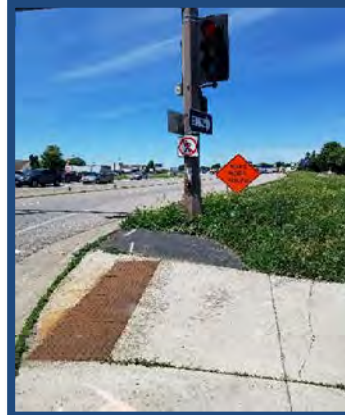


2018 REGIONAL SOLICITATION

Project Location



Existing Conditions



Project Overview

Project Name: CSAH 81 (Bottineau Boulevard) Multi-Use Trail
Roadway: CSAH 81 (Bottineau Boulevard)
Project Termini: CSAH 109 (85th Avenue N) to 1st Avenue NW
Project Location: Brooklyn Park and Osseo

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$1,562,348
Total Project Cost: \$1,952,935

Project Information

Bottineau Boulevard (CSAH 81) is a major north-south connection, linking Minneapolis and the northwest suburbs. It is a divided rural highway, with high speed and vehicle volumes and no dedicated facilities for people walking and biking. As part of this project, Hennepin County will construct a multi-use paved trail along Bottineau Boulevard (CSAH 81) from 85th Avenue N (CSAH 109) to 1st Avenue NW in Brooklyn Park and Osseo. The multi-use trail will meet ADA requirements, accommodate two-way directional traffic, incorporate wayfinding signage, and provide local access points.

Project Benefits

The proposed project is identified as a Tier 1 alignment in the RBTN and will fill the final gap in the Crystal Lake Regional Trail. The trail will serve as a crucial first and last mile connection to the future light rail station at 85th Avenue N and W Broadway Avenue. People walking and biking will also have a safe and direct connection to numerous regional trails and parks, as well as access to a popular commercial corridor in Downtown Osseo.

Project Name: Excelsior Boulevard Multi-Use Trail

Applicant: City of Minnetonka

Project Location: Excelsior Boulevard (CSAH 3) from Kinsel Road to Shady Oak Road

Total Project Cost: \$3,695,000

Requested Federal Award Amount: \$2,956,000

Local Match: \$739,000 (20% of total)



Project Description:

The City of Minnetonka is proposing to construct a 10-foot wide bituminous multi-use trail along Excelsior Boulevard (CSAH 3) between Kinsel Road and Shady Oak Road. The project will eliminate two trail gaps along Excelsior Boulevard, resulting in a continuous trail (approximately 3.5 miles long) between the Glen Lake neighborhood in Minnetonka and Hopkins. The project will significantly improve regional connectivity as it will serve as an alignment for a Tier 2 Regional Bicycle Transportation Network (RBTN) Corridor and connect to several Tier 1 RBTN alignments that are part of the LRT regional trail network near downtown Hopkins.

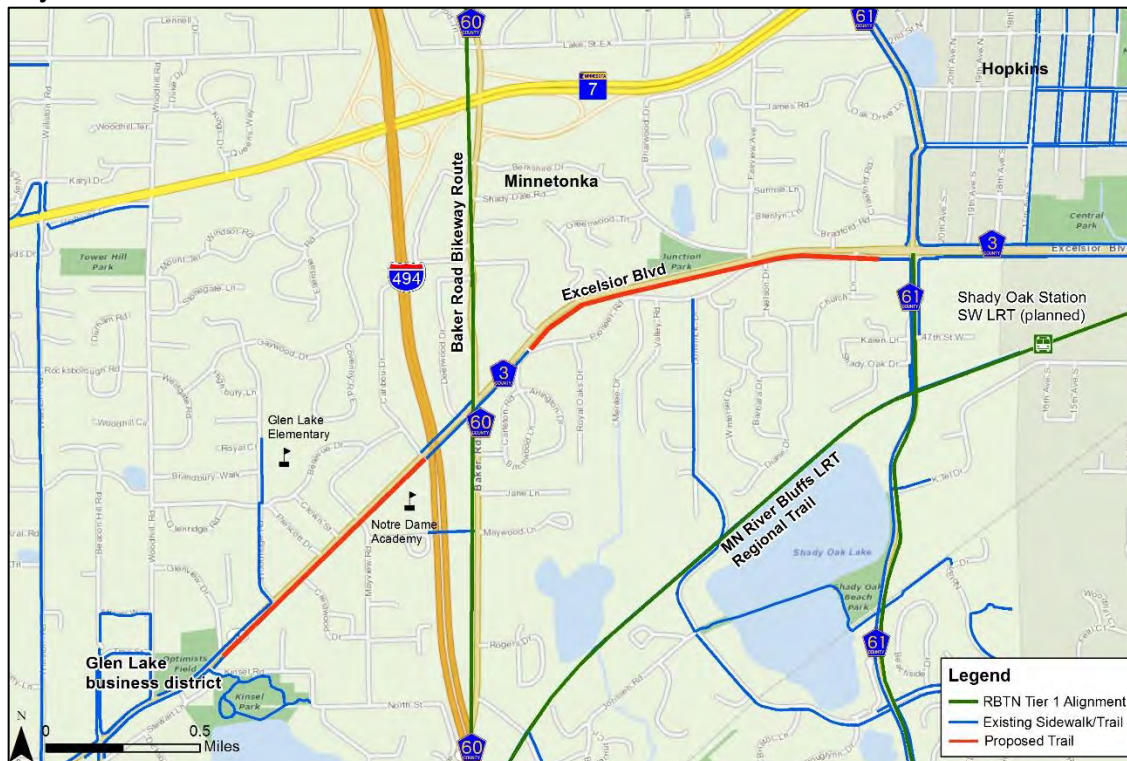
Project Benefits:

- Eliminate a gap in the multimodal network
- Utilizes existing bike/ped crossing over I-494 (a major barrier)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:

- RBTN (Tier 1 & Tier 2 access)
- LRT Regional Trail Networks
- Future Shady Oak Station for the SWLRT
- Future redevelopment at the Shady Oak Station area
- Glen Lake senior living facilities and neighborhood businesses
- Downtown Hopkins
- Two elementary schools and several childcare facilities
- Several local parks

Project Area:



Bassett Creek Regional Trail Project Summary



Applicant – Three Rivers Park District

Project Location – Golden Valley Road (CSAH 66) between Regent Ave. & Bonnie Lane in Golden Valley, Hennepin County

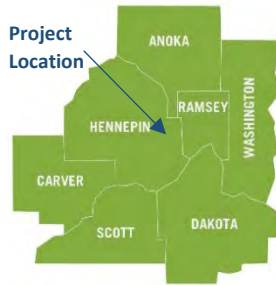
Total Project Cost – \$2,004,500

Requested Federal Amount - \$1,635,600

Local Match Amount - \$408,900

Project Description:

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



Proposed project elements include:

- A 10-foot wide, off-street, multi-use trail on south side of Golden Valley Road.
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts.
- Curb reconstruction and associated storm sewer work along the entire south curb line.
- Courage Kenny Rehabilitation Institute enhancements addressing bus stop, crosswalk, and various users/abilities.
- Traffic signals replaced at Hidden Lakes Parkway and Noble Avenue where impacted by the trail.

Project Benefits include:

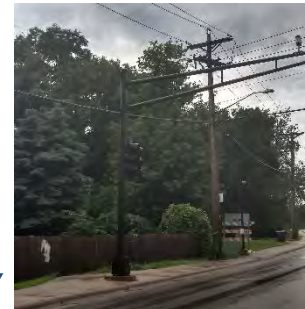
- Provide a safe, continuous and contiguous corridor for all ages, physical abilities and travel modes, spanning five communities and eliminating four significant physical barriers (TH 169, CP Rail, TH 100, and Burlington Northern Rail).
- Generate regionally significant 175,000+ annual visits.
- Connect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

Before Conditions:



▲ **Approaching Noble Avenue Intersection:** Bikeline gap, no boulevard, no clear zone from utility poles/vehicles, some pavement heaving

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



Hidden Lakes Parkway Intersection at Courage Kenny Rehabilitation Institute:

bikeline gap, no boulevard, bus stop, crosswalk, substandard curb, narrow sidewalk shared between able-bodied people walking and biking and people with physical and cognitive disabilities often using wheel chairs, walkers, canes and similar



After Condition:



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

36th St W Pedestrian and Bicycle Connection

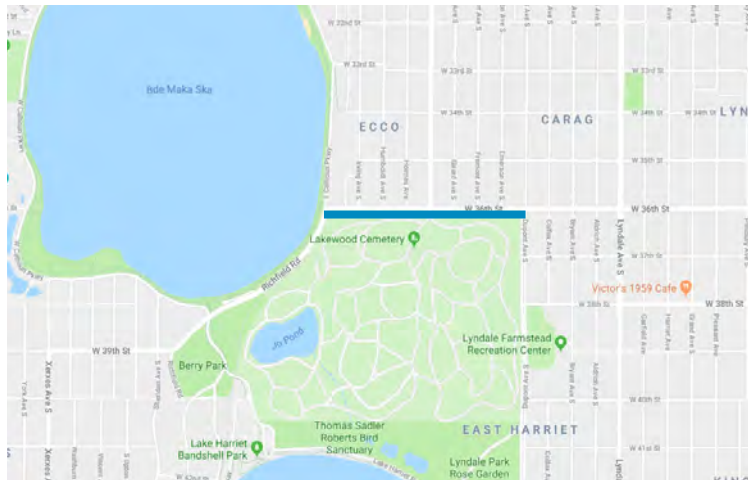
Richfield Rd to Dupont Ave S

Project Background

The proposed project will construct a new sidewalk and bicycle path on the south side of 36th St W between Richfield Rd and Dupont Ave S. The corridor is identified in the Minneapolis Pedestrian and Bicycle plans as a critical sidewalk and bikeway gap. 36th St W provides a direct connection between the Uptown neighborhood of Minneapolis and Bde Mka Ska and the regional Chain of Lakes trails.

The City of Minneapolis installed an interim pedestrian and bicycle facility in 2014 using striping and plastic bollards. Since installation, pedestrian and bicycle traffic has increased 30 percent on the street. The City aims to build upon this success and construct a permanent facility to further improve safety and access.

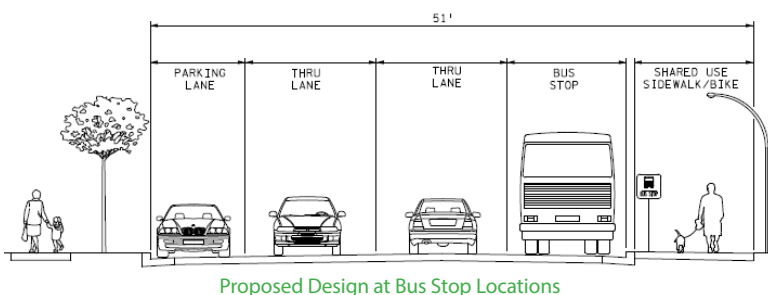
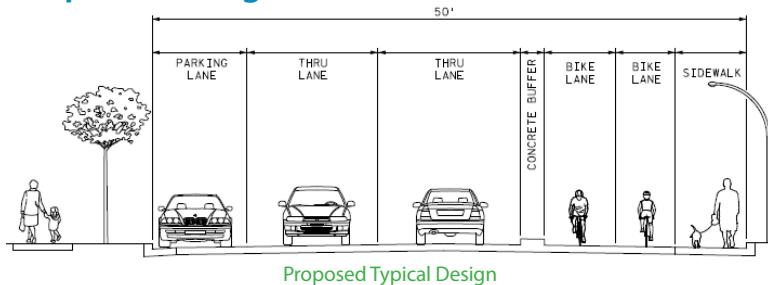
Project Area



Project Goals

- Provide a permanent sidewalk and bikeway separated from motor vehicle traffic
- Upgrade intersections to improve safety and access for pedestrians and bicyclists through signal, lighting, and curb ramp improvements.
- Upgrade bus stops to improve safety and access for transit customers.

Proposed Design



Existing Conditions

Average Number of Daily Users

530 pedestrians

210 bicyclists

3 Metro Transit bus routes, including the hi-frequency Route 6

12,000 motor vehicles

Source: Minneapolis Bicycle & Pedestrian Counts (2017) and Minneapolis Public Works (2015-2017), Metro Transit.

Existing Pedestrian and Bicycle Facility

The proposed project aims to improve the existing interim facility and provide a permanent sidewalk and bikeway.



Typical existing cross section with the pedestrian space and bikeway separated from motor vehicle traffic by striping and plastic bollards.



View approaching the intersection of Richfield Rd and the connection to the Bde Mka Ska and the regional Chain of Lakes Trails, a Tier 2 regional bikeway.



A bicyclist rides on the existing interim facility on 36th St W towards the connection to Bryant Ave S, a Tier 1 regional bikeway.



A transit customer waits for the Route 23. The interim facility includes bus stop waiting areas, but transit customers must still board from the roadway.



Carver County

Lake Minnetonka Regional Trail from Stieger Lake Boat Launch to CSAH 13

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
\$555,280

Total Project Cost:
\$694,100

Project Description

The proposed project is to pave a 1.0 mile segment of the existing Lake Minnetonka Regional Trail between the Stieger Lake boat launch and CSAH 13 (Rolling Acres Rd.) in the City of Victoria. The project includes an enhanced pedestrian crossing treatment for the regional trail at CSAH 13 (Rolling Acres Rd.). Paving this segment of trail and adding the crossing aid infrastructure will close the unpaved gap between the TH 5 underpass and the constructed trail that connects to the MN Landscape Arboretum.

Project Benefits

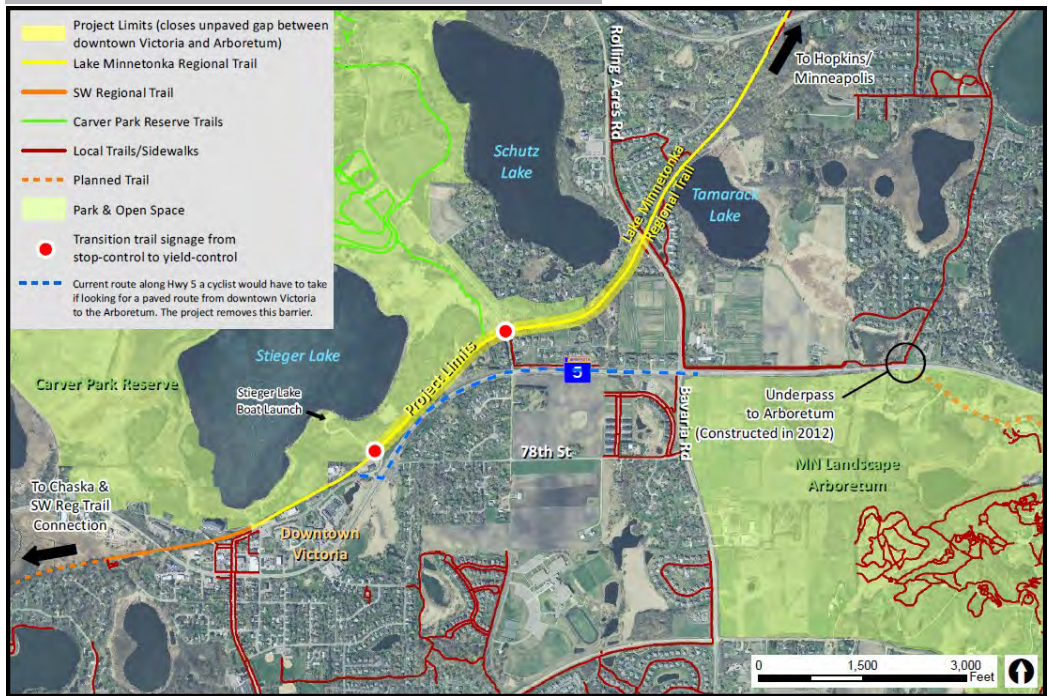
Multimodal

- Pave existing Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CSAH 13 (Rolling Acres Rd.)

Project Location & Concept Overview Map



Existing Conditions Pictures



Regional Significance

The Lake Minnetonka Regional Trail is identified as a Tier 1 alignment in the Regional Bicycle Transportation Network (RBTN). Closing this unpaved gap will seamlessly connect the paved trail facility to the MN Arboretum, to downtown Victoria, which is a pedestrian-friendly mixed-use center, and to the Carver Park Reserve, a popular park that hosts a variety of programs and attracts thousands of visitors throughout the year. With the proposed project in place, trail users of all capabilities will be able to easily walk, skate, or ride between all three destinations.

Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer
Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200



Carver County

Lake Waconia Regional Trail from Old Beach Rd. to CR 155/CSAH 92



Project Information

Project Location:
Laketown Township, Carver County;
northeast of the City of Waconia

Federal Funding Request:
\$1,498,320

Total Project Cost:
\$1,872,900

Project Benefits

Multimodal

- Construct 1.9 mile Regional Trail
- Connect to regional destinations

Safety

- Install pedestrian crossing aid at CR 155
- Install pedestrian ramps

Existing Conditions Pictures



Project Description

The proposed Lake Waconia Regional Trail project is construction of approximately 1.9 miles of a shared use, separated, paved trail facility beginning at Old Beach Rd at the City of Waconia city limits, extending through Lake Waconia Regional Park, and running along the west side of CSAH 92 north to the CR 155/CSAH 92 intersection. The western endpoint connects to pedestrian and bicycle facilities in the City of Waconia and downtown Waconia destinations and the northern endpoint connects to the Lake Waconia boat launch and CR 155. CR 155 connects north to the Dakota Rail Regional Trail and Crown College.

At the northern endpoint of the project at the intersection of CR 155 and CSAH 92, pedestrian and bicycle crossing is proposed to direct non-motorists across CR 155. The pedestrian crossing treatment will include pedestrian warning signs and flashers as well as a crossing treatment. Additional safety improvements will be made at the southern end of the regional trail corridor with the addition of pedestrian ramps at CSAH 92 in order to accommodate on-road users transitioning to the off-road facility or connecting to the regional park.

Project Concept Overview Map



Regional Significance

The Lake Waconia Regional Trail project follows Tier 1 and Tier 2 RBTN alignments. The Tier 1 RBTN alignment is defined for the southern section of the project through Lake Waconia Regional Park, paralleling TH 5. The Tier 2 RBTN alignment is defined for the northern section of the project along CSAH 92 (Laketown Pkwy.). The Tier 2 RBTN alignment was included in the project because it utilizes existing grading on the west side of CSAH 92, which was planned for this future trail facility. The construction of this project works toward completing the long-term vision for the trail network in the City of Waconia and Carver County as well as supports the areas active living goals.

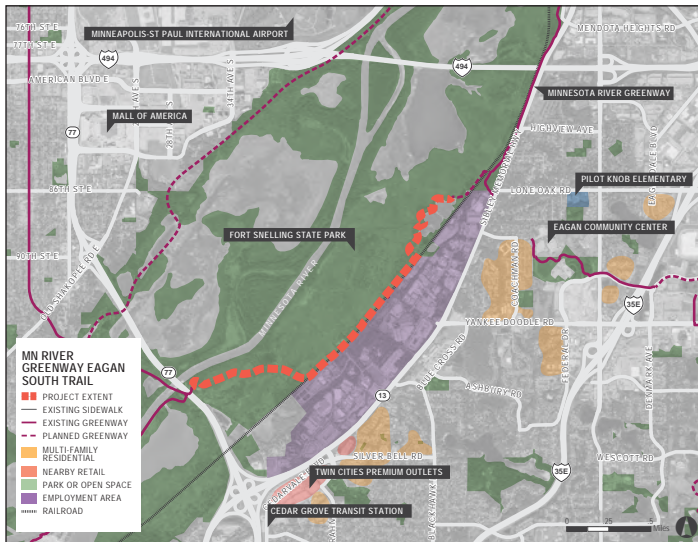
Contact Information

Lyndon Robjent, P.E.
PW Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

Minnesota River Greenway - Fort Snelling

DAKOTA COUNTY



Proposed trail route

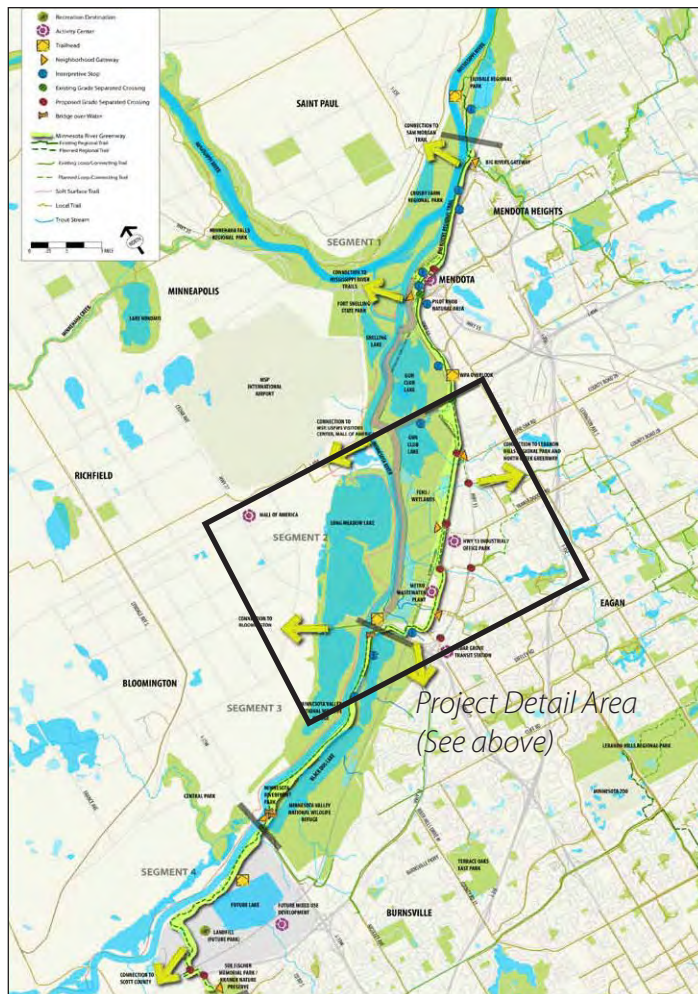
Project Location:	Eagan
Requested Award Amount:	\$3,508,000
Total Project Cost:	\$4,385,000

PROJECT DESCRIPTION

The Minnesota River Greenway - Fort Snelling trail segment will complete a 2.75 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

PROJECT BENEFITS

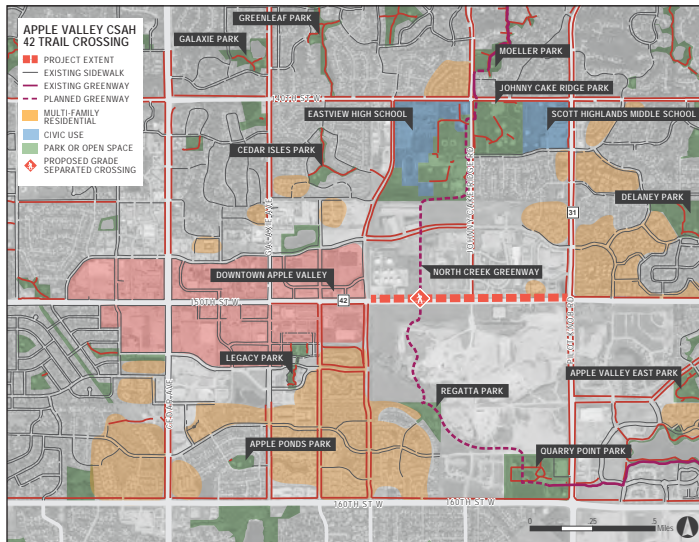
- » Provides local connections to Fort Snelling State Park
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Continued collaboration and trail development will link a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to St. Paul
- » Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, St. Paul and beyond
- » Key connections include the Cedar Avenue and 494 bridges
- » Commuters will gain a safer, scenic, more direct route when this project is completed
- » Immerse visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge



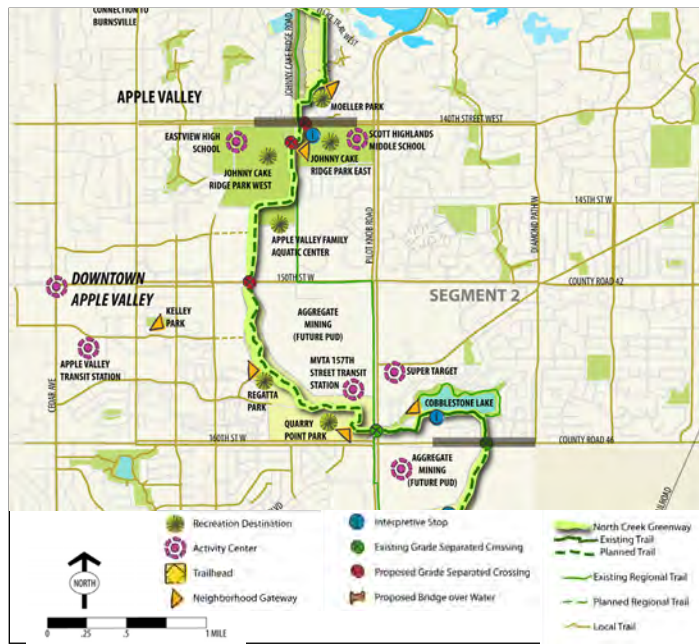
Minnesota River Greenway Regional Trail Concept Plan

Apple Valley CSAH 42 Trail Crossing

DAKOTA COUNTY



Project Location



North Creek Greenway Segment 2 Concept Plan

Project Location:	Apple Valley
Requested Award Amount:	\$____
Total Project Cost:	\$____

PROJECT DESCRIPTION

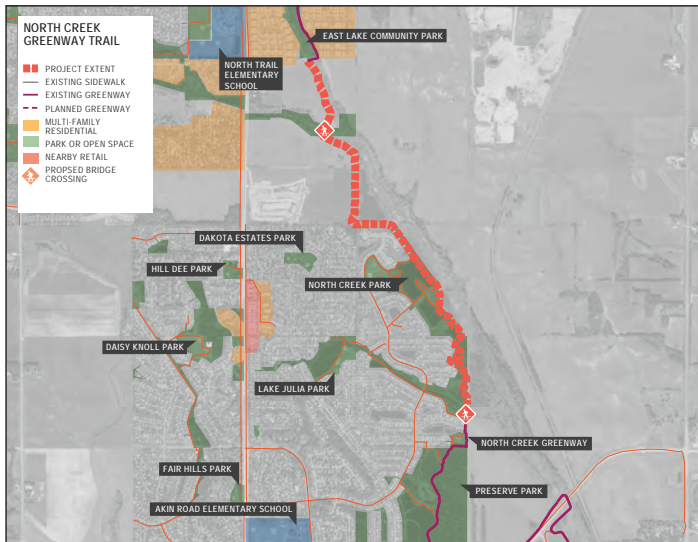
The CSAH 42 Trail Crossing project will complete a “missing link” in the pedestrian and bicycle network of the City of Apple Valley. The proposed 1.0 mile trail segment has been designated as a Tier 2 RBTN alignment and will run along the south side of CSAH 42 (150th Street West) between Flagstaff Avenue in the west and Pilot Knob Road in the east. The project will include a grade-separated crossing of CSAH 42 just east of Flagstaff Avenue.

PROJECT BENEFITS

- » Provides local connections between existing trails at Flagstaff Avenue and Pilot Knob Road
- » Ensures safe, direct, and comfortable crossing of CSAH 42 for pedestrians and bicyclists that is grade-separated
- » Fills an important gap/crossing within the North Creek Greenway Regional Trail system
- » Provides key connections between transit investments of the METRO Redline, as well as future transit along CSAH 42
- » Commuters will gain a safer, more direct route when this project is completed
- » Provides new opportunities for underserved populations in surrounding areas to safely access employment centers, general services, and education

North Creek Greenway Trail

DAKOTA COUNTY



Proposed trail route

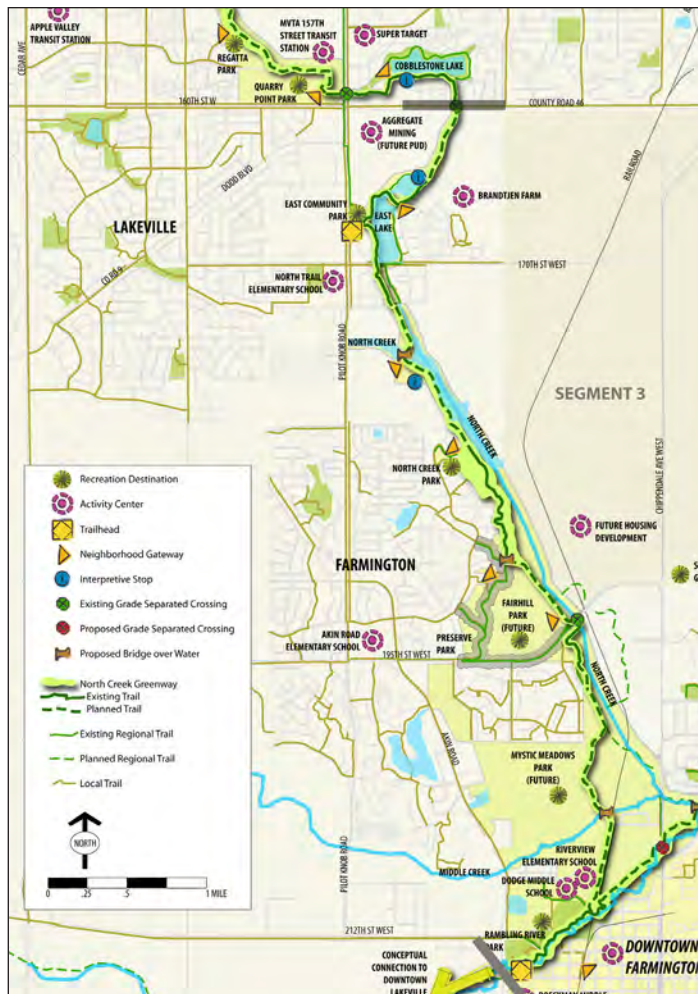
Project Location:	Lakeville and Farmington
Requested Award Amount:	\$480,000
Total Project Cost:	\$600,000

PROJECT DESCRIPTION

The North Creek Greenway Trail project will complete a priority gap in the 14-mile North Creek Greenway Regional Trail, an important regional trail that will provide a transportation and recreational natural environment corridor between several suburban Twin Cities communities.

PROJECT BENEFITS

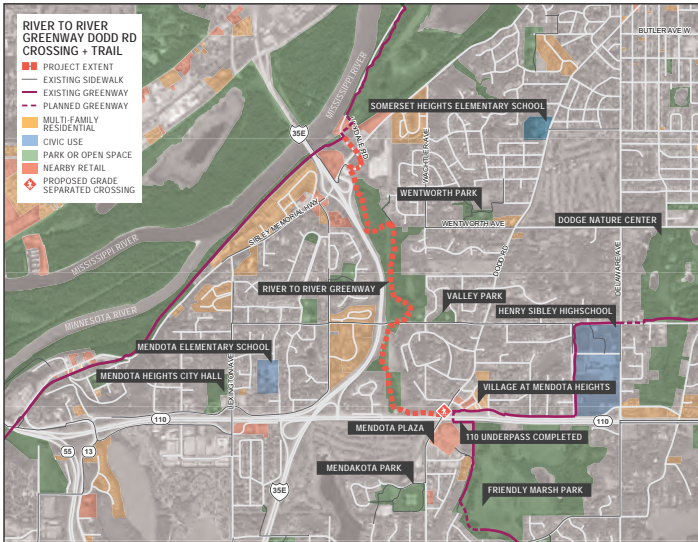
- » Connects two already-completed sections of the North Creek Greenway Regional Trail
- » Provides connections to local trail systems of Lakeville and Farmington, connecting to neighborhoods, parks, and other regional destinations
- » Fills a priority gap identified in the North Creek Greenway Master Plan
- » Connects regional destinations such as Downtown Farmington, the Cobblestone commercial center, and the future employment center of "Orchard Place" in Apple Valley
- » Provides crossings across the physical barrier of North Creek, while preserving the natural greenway of the creek
- » Provides new opportunities for underserved populations in surrounding communities to access the outstanding natural resources of the North Creek corridor, while connecting to employment centers, educational opportunities, and services in the region



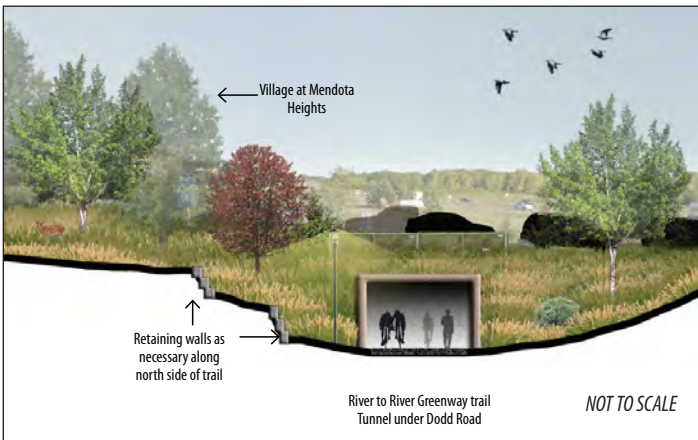
North Creek Greenway Segment 3 Concept Plan

River to River Greenway – Valley Park Trail & TH 149 underpass

DAKOTA COUNTY



Proposed trail route



Dodd Road Underpass Concept - looking east



Dodd Road Underpass Concept - looking north

Project Location:	Mendota Heights
Requested Award Amount:	\$1,152,000
Total Project Cost:	\$1,440,000

PROJECT DESCRIPTION

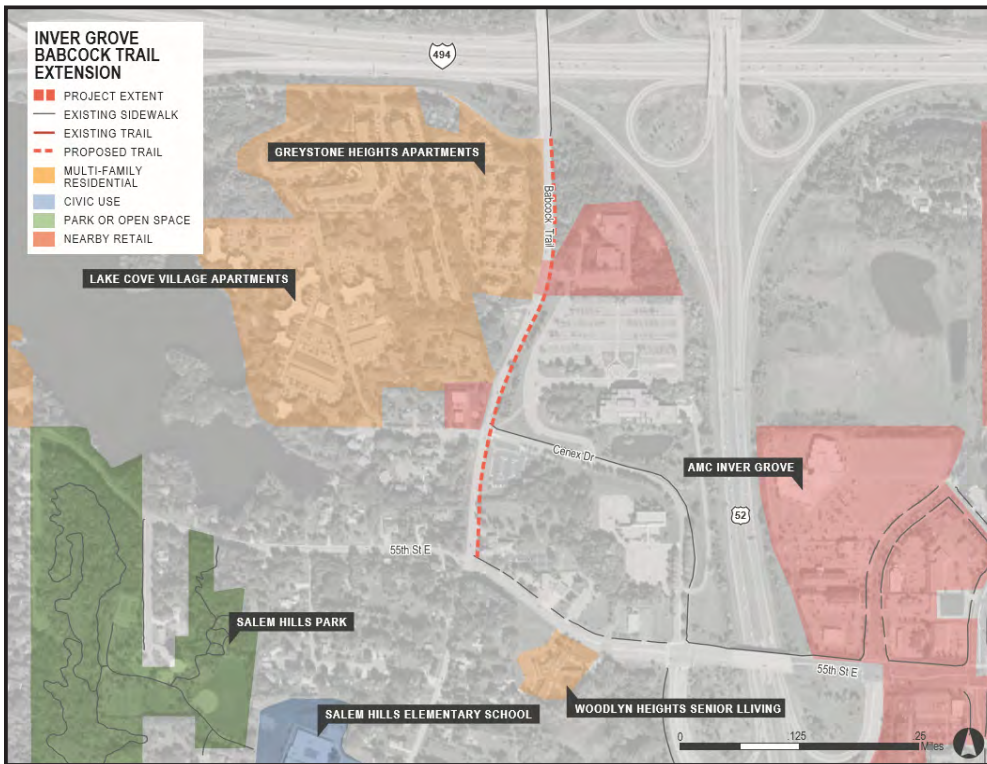
The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 110. This underpass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

PROJECT BENEFITS

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

Inver Grove Heights Babcock Trail

MULTI-USE TRAIL



PROJECT OVERVIEW

Length: 0.5 miles
 Total Cost: \$375,200
 Federal Amount: \$300,160
 Match Amount: \$75,040

Proposed trail route

PROJECT DESCRIPTION

The Inver Grove Heights Babcock Trail will complete a gap in the pedestrian and bicycle network of the City of Inver Grove Heights and will provide a safe transportation facility in an area of high bicycle and pedestrian demand.

PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 E
- » Connects to regional trails including the River to River Greenway and the Mississippi River Trail
- » Fills a gap between the trail along the I-494 E bridge and the existing network of City trails and sidewalks to the south and east
- » Employees at CHS Inc. will gain a safer area in which to travel and recreate
- » Direct access to neighborhood amenities including a church, convenience store, and restaurant for residents in the area
- » Improved safety for pedestrians and bicyclists
- » Access to transit



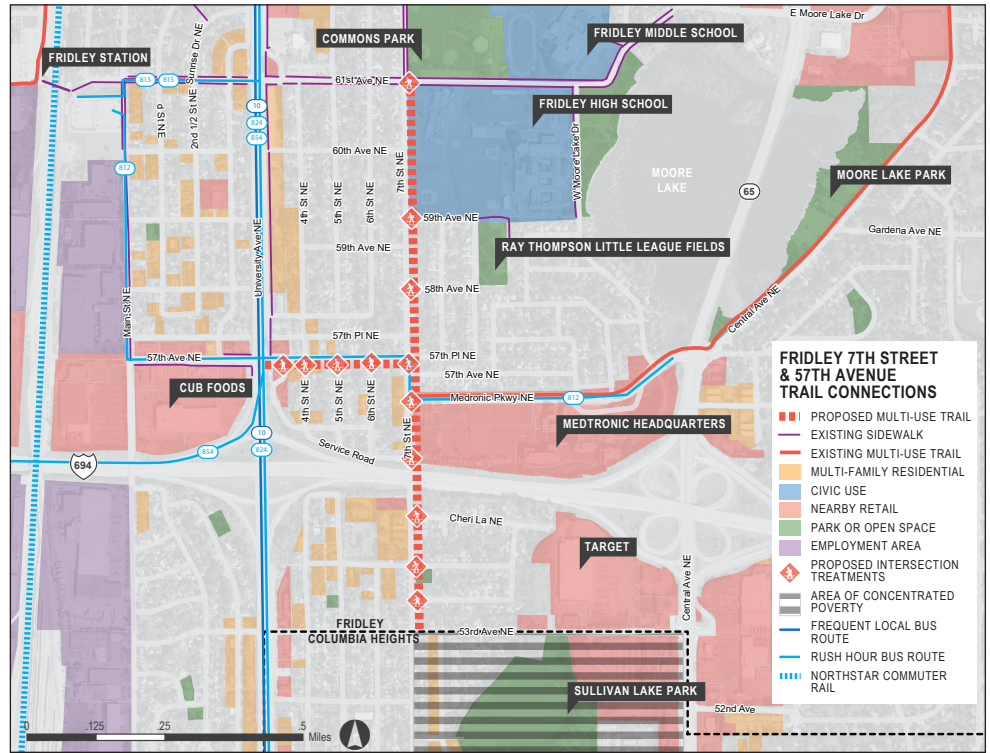
Existing Conditions

7th Street & 57th Avenue Trail Connection

FRIDLEY, MN

PROJECT DESCRIPTION

The 7th Street and 57th Avenue Trail Connection project will complete a gap in the bicycle and pedestrian network in an area that is key to public transit and multi-modal connections to schools, employment areas, and commercial areas. The project includes the construction of a raised multi-use trail along the east side of 7th Street between 61st Avenue and 53rd Street, construction of a multi-use trail on 57th Avenue between 7th Street and University Avenue. The trail design includes extension of a curb and boulevard, high visibility crossing treatments, curb ramps and associated signage.



Proposed trail route

PROJECT BENEFITS

- » Completes a gap in the bicycle and pedestrian trail network in a key location in Fridley
- » Builds off of the existing multi-modal network of public transportation in the area, linking users to the Fridley Station and multiple bus routes
- » Provides a neighborhood amenity for the elderly, people with disabilities, and people with mobility challenges
- » Services a neighborhood with low-income populations and lower rates of car ownership
- » Identified in Safe Routes to School Planning, as well as identified in the Fridley Active Transportation Plan and supported by the City of Fridley Comprehensive Plan
- » Proposed trail design and alignment was determined through a thorough community engagement effort which included installation of a temporary demonstration trail and gathering community feedback, as well as outreach at Fridley Middle and High School
- » Trail to be built completely within the right of way, with no easements or tree removal necessary for construction

Project Location:	Fridley
Requested Award Amount:	\$516,120
Total Project Cost:	\$645,150

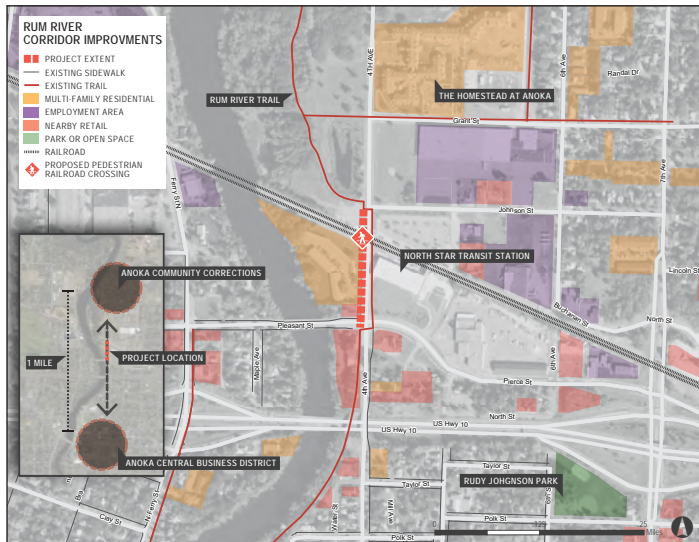


Photo: City of Fridley

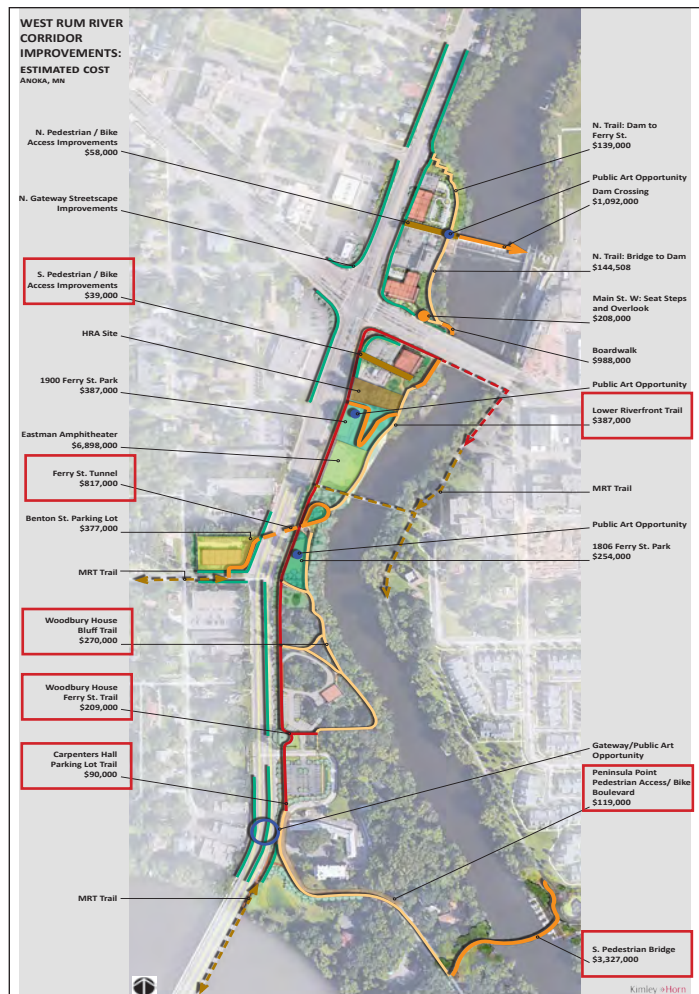
View along 7th Street within the project area. Currently, pedestrians are forced to walk in the road. The proposed project will separate bicyclists and pedestrians from vehicular traffic and provide a necessary community amenity

Anoka Riverwalk West Rum River Trail

CITY OF ANOKA



Proposed trail route



Rum River Corridor Improvements
(highlighted areas are included as part of this grant request)

Project Location:	City of Anoka
Requested Award Amount:	\$5,000,000
Total Project Cost:	\$6,309,600

PROJECT DESCRIPTION

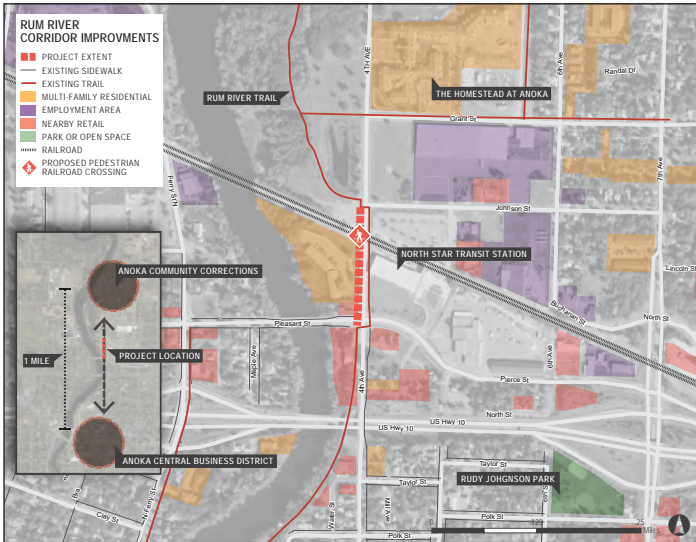
The City of Anoka is seeking funding for a pedestrian bridge, pedestrian tunnel, and trail improvements (0.56 miles) along the Rum River. The trail improvements will run parallel to Highway 169 from Main Street to the Highway 169 Mississippi bridge crossing. At the southern termini, the proposed trail will extend across the Rum River by constructing the proposed pedestrian bridge. The proposed project will also address a Mississippi Regional Trail (MRT) crossing at Highway 169 and Benton Street.

PROJECT BENEFITS

- » The proposed improvements can coincide with MnDOT's Highway 169 mill and overlay project scheduled for 2020
- » The proposed project will address a missing link between the Mississippi Regional Trail (MRT) and Anoka's Central Business District. The proposed pedestrian/bridge will also help better connect the regional trail network to neighborhoods of concentrated poverty and race.
- » The proposed project has the opportunity to increase Northstar Ridership by overcoming the barriers that hamper pedestrian and bicycle connections between the Anoka Transit Station, Mississippi Regional Trail (MRT), and Regional Bicycle Transportation Network (RBTN).
- » The proposed project will separate pedestrians and bicyclists from Highway 169 (Principal Arterial), while providing a more defined route for the user. Current pathways along this segment of highway are difficult to maneuver, especially when linking to the MRT. Wayfinding signage and the Benton Street pedestrian tunnel will also help provide better continuity.

4th Ave Trail Connection - Rum River Trail

CITY OF ANOKA



Project Location



Existing Conditions

(4th Avenue at Johnson Street- facing southbound)



Existing Conditions

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

Project Location:	Anoka
Requested Award Amount:	\$450,000
Total Project Cost:	\$585,000

PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.17 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka’s Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing.

PROJECT BENEFITS

- » Reduce pedestrian and bicycle exposure, while improving access and mobility.
- » Support and enhance the RBTN network.
- » Address a 0.17 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- » Enhance transit ridership along the Northstar Commuter Rail
- » Eliminate circuitous pedestrian and bicyclists routes over Highway 10.
- » Safely channel pedestrians and bicycle over the BNSF railroad lines.

Apple Valley CSAH 38 Trail

DAKOTA COUNTY

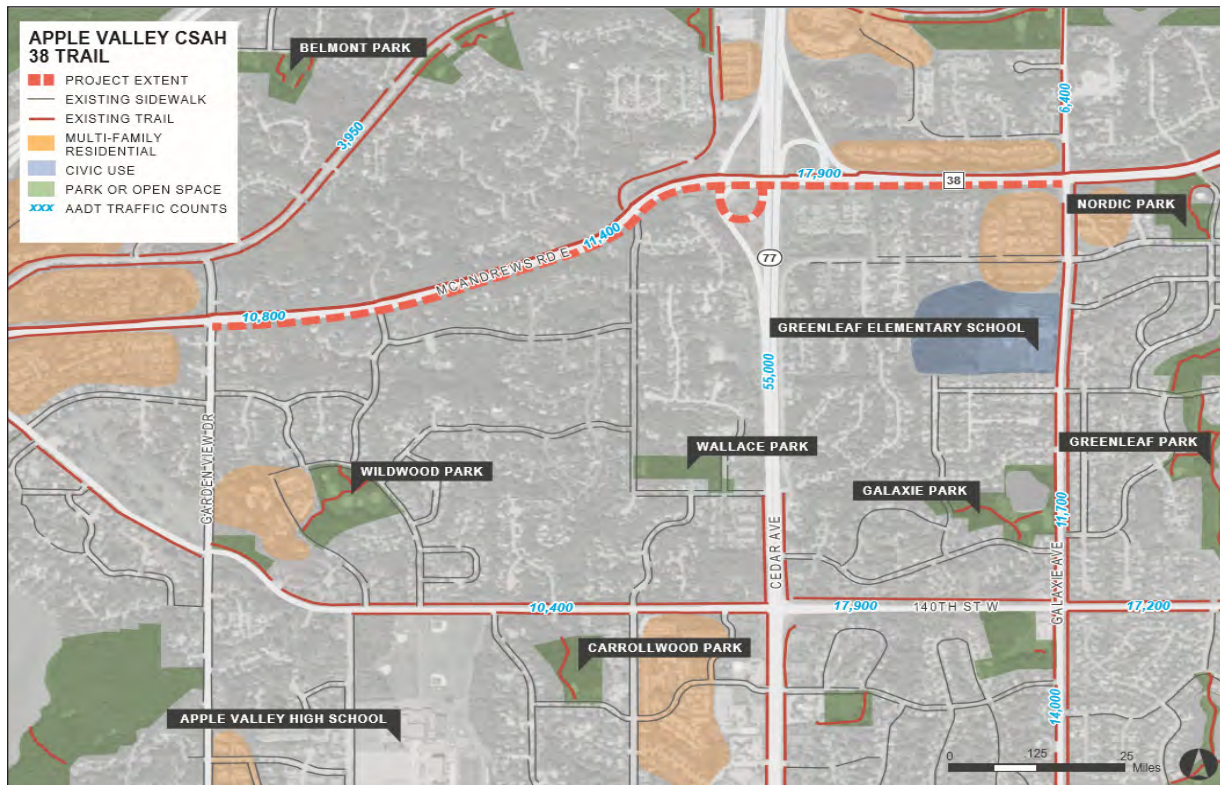
PROJECT DESCRIPTION

The Apple Valley CSAH 38 Trail will complete a 1.6-mile “missing link” in the pedestrian and bicycle network of the City of Apple Valley, serving several nearby community parks and multi-family residential developments and connecting with existing trails running east and west including the North Creek Greenway, a 14-mile regional trail.

Project Location:	Apple Valley
Requested Award Amount:	\$3,418,688
Total Project Cost:	\$4,273,360

PROJECT BENEFITS

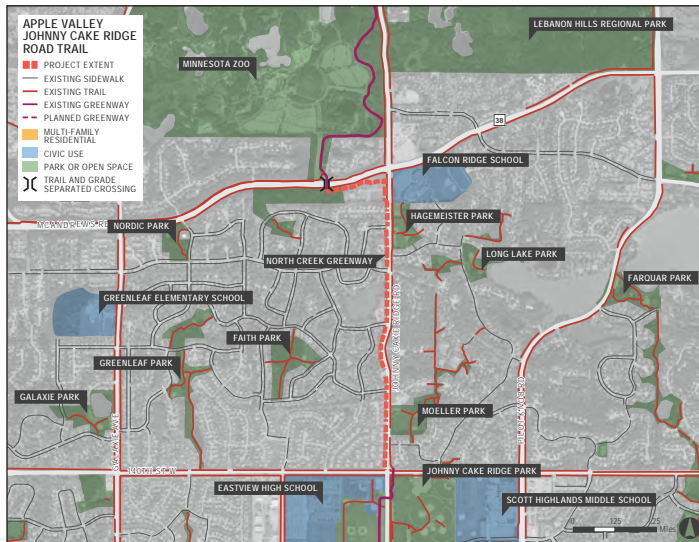
- » Completes a “missing link” in the trail network along the south side of CSAH 38
- » Provides local connections to several community parks
- » Removes the Cedar Avenue overpass as an east-west barrier to bicyclists and pedestrians by creating a trail along the south side of the overpass
- » Connects to the North Creek Greenway, a 14-mile trail reaching destinations including the Minnesota Zoo, Legbanon Hills Regional Park, and the Vermillion River.
- » Commuters will gain a more direct route when this project is completed
- » Improved safety along CSAH 38 by providing a paved trail separated from the roadway with ADA-compliant crossing improvements where currently bicyclists and pedestrians must travel along the shoulder
- » Enhanced access to transit



Proposed trail route

Apple Valley Johnny Cake Ridge Road Trail

DAKOTA COUNTY



Proposed trail route



Existing Conditions: Looking north at Johnny Cake Ridge Road and the existing west side trail

Project Location:	Apple Valley
Requested Award Amount:	\$515,484
Total Project Cost:	\$644,355

PROJECT DESCRIPTION

The Apple Valley Johnny Cake Ridge Road Trail fills a gap in the 4-mile North Creek Greenway Regional Trail, an important regional trail reaching from the Vermillion River to Lebanon Hills Regional Park. The project includes constructing a wider trail fitting regional standards in place of a narrower, existing trail.

PROJECT BENEFITS

- » Provides local connections to the Minnesota Zoo, Falcon Ridge School, and Eastview High School
- » Completes a segment of the North Creek Greenway between Empire Township and Apple Valley
- » Continued collaboration and trail development will link a major system of trails within Dakota County
- » Connects trails in Eagan, Lakeville, and Farmington
- » Key connections include: Lebanon Hills Regional Park, the Vermillion River, and Whitetail Woods Regional Park
- » Commuters will gain a safer, scenic, more direct route when this project is completed
- » Provide visitors and residents views environments that feel far removed from the urban environment
- » Provides new opportunities for underserved populations in adjacent communities to access the outstanding natural resources at Lebanon Hills Regional Park and Whitetail Woods Regional Park

Kellogg Boulevard – Capital City Bikeway Phase I

Project Summary

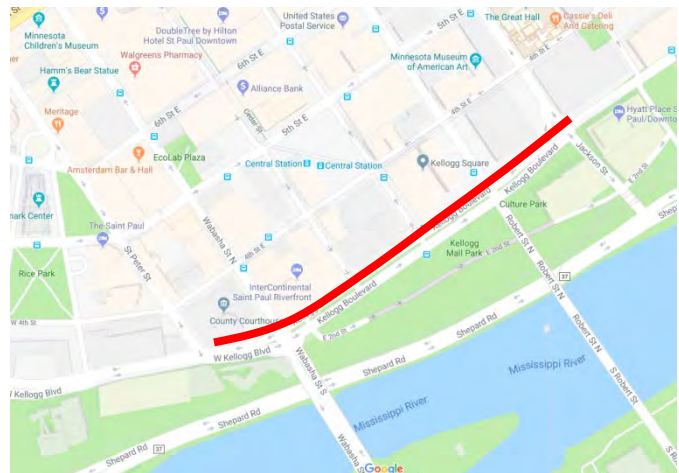
Applicant: City of Saint Paul

Capital City Bikeway: The Capital City Bikeway is a planned 4 mile network of off-street trails throughout downtown Saint Paul. The first mile was constructed along Jackson Street in 2016-2018 and is pictured below. The Kellogg Boulevard Phase I will implement a bikeway of similar design on Kellogg Boulevard from Jackson Street to Saint Peter Street.

Scope: This is not a roadway reconstruction project, but the project will impact and narrow the roadway to create space for the bikeway on the north side of Kellogg Boulevard. The scope includes, curb & gutter, sidewalk reconstruction, signal improvements, relocating existing medians, ADA improvements, improved lighting, and other improvements.

Cost: \$5,312,000 federal; \$1,328,000 local; \$6,640,000 total

Project Location:



Representative Image:

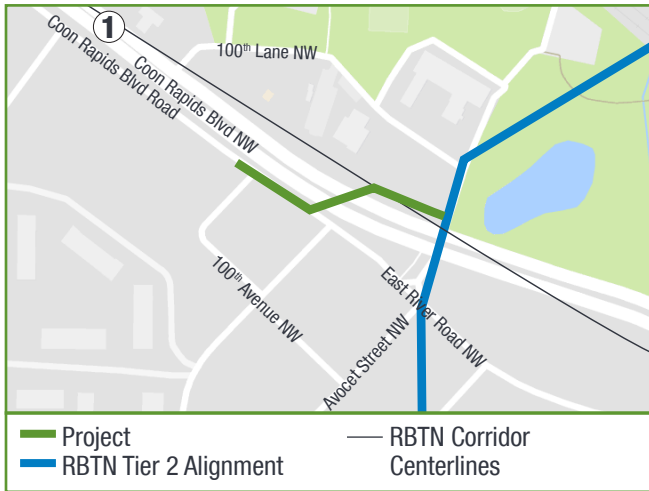
This image is from Jackson Street. The bikeway implemented on Kellogg Boulevard would be aesthetically similar, with an emphasis on spurring economic development by creating attractive public spaces and functional bikeways.



COON CREEK REGIONAL TRAIL AND PEDESTRIAN BRIDGE OVER COON RAPIDS BOULEVARD



PROJECT MAP:



APPLICANT:

City of Coon Rapids

ROUTE:

CSAH 1

CITY WHERE PROJECT IS LOCATED:

Coon Rapids

COUNTY WHERE PROJECT IS LOCATED:

Anoka

REQUESTED AWARD AMOUNT:

\$3,360,000

TOTAL PROJECT COST:

\$4,500,000

PROJECT DESCRIPTION:

Coon Creek Regional Trail Crossing of Coon Rapids Boulevard Closes a Transportation Network Gap.

Coon Rapids Boulevard is a high traffic volume roadway that is a barrier to pedestrian and bicycle connections on the Coon Creek Regional Trail. A traffic signal exists at Avocet Street, where the Coon Creek Regional Trail intersects with Coon Rapids Boulevard, that allow pedestrians and cyclists to cross Coon Rapids Boulevard. However, comments received during the planning process revealed a perception that the pedestrian crossing is difficult and a barrier to pedestrian use, particularly for children and senior citizens that may have a slower walking pace. In the future, this pedestrian unease will increase as Coon Rapids Boulevard is widened (see Anoka County 2010 Coon Rapids Boulevard Corridor Study) and as traffic volumes increase.

There is a need in for a pedestrian bridge or other separated crossing near the Avocet Street intersection with Coon Rapids Boulevard. In addition to the usual concerns regarding the extreme width of the right of way and high traffic volumes, the portion of Coon Rapids Boulevard east of Avocet Street has a curving, somewhat rural highway feel which can lead to conflicts with pedestrians and cyclists if motorists don't recognize they are reentering an urbanized area that could have pedestrians crossing the street.

The Coon Creek Regional Trail bridge also improves the connection to the Mississippi River Regional Trail, which is less than a mile south of Coon Rapids Boulevard and provides access for Coon Rapids residents to other regional, state and national trails.

PROJECT BENEFITS:

- Increased safety for trail users due to grade separation over 29,000vpd four lane highway
- More efficient regional trail crossing will reduce delays compared to existing at-grade crossing
- Facilitate continuous trips to regional destinations (Coon Rapids Dam Regional Park and Bunker Hills Regional Park)
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users
- Enhances economic development in the Port Riverwalk development area
- Provides connections to high-frequency arterial bus route in suburban community



Existing Conditions



Visualization of Proposed Bridge



Conceptual Plan Rendering

PREPARED BY:



**Project Name: Highway 13 and Nicollet Avenue
Grade Separated Pedestrian Crossing**



Applicant: City of Burnsville

Project Location: Intersection of Trunk Highway 13 and Nicollet Avenue

Total Project Cost: \$2,780,000

Requested Federal Amount: \$2,224,000

Local Match: \$556,000 (20% of total)

Project Description:

The City of Burnsville is proposing a grade separated pedestrian/bicyclist crossing near the intersection of Trunk Highway (TH) 13 and Nicollet Avenue. TH 13 is a Principal Arterial expressway and serves as a major barrier for the regional bikeway system. The pedestrian and bicyclist crossing of TH 13 will connect to regional trails along a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor and enhance non-motorized access to the Burnsville Transit Station, the planned Orange Line BRT Station, and employment and high-density residential units within the surrounding area.

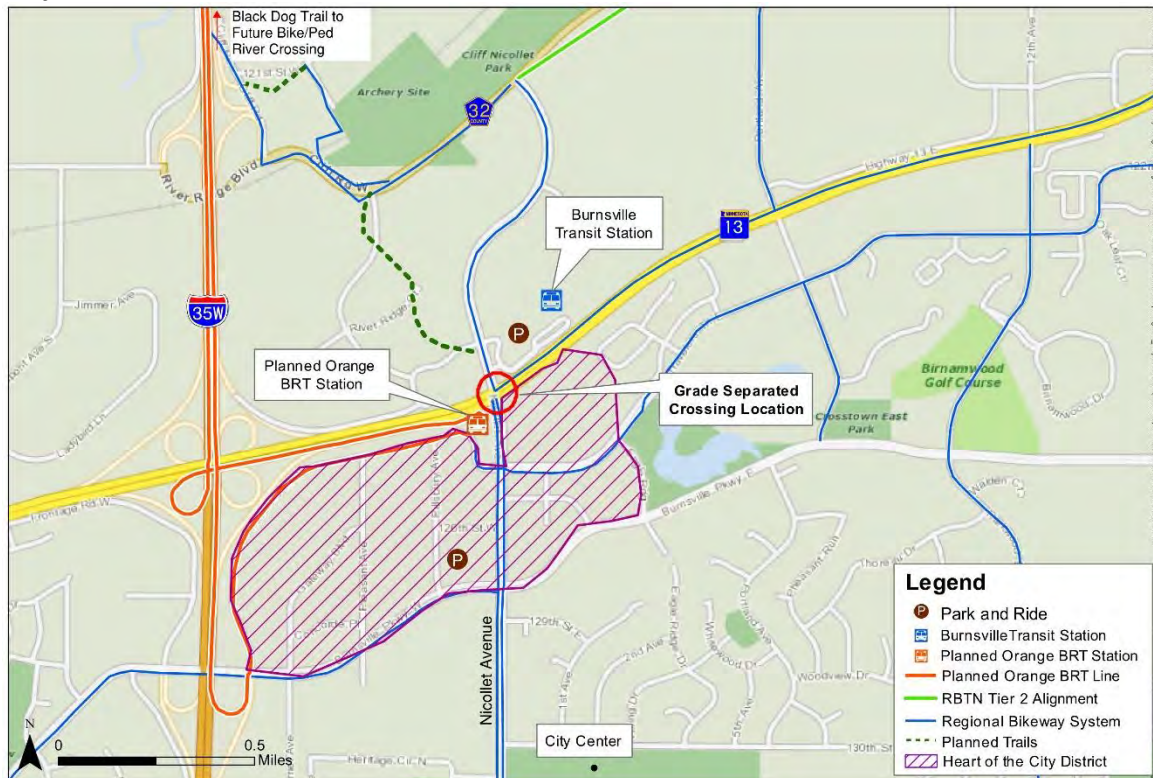
Project Benefits:

- Safe bicycle and pedestrian access over a major regional bikeway barrier (TH 13)
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Access to existing and planned transit services
- Improve multimodal access for disadvantaged populations

Key Connections:

- Burnsville Transit Station
- Planned Orange Line BRT Station
- Heart of the City District
- RBTN (Tier 1 & Tier 2 access)
- Black Dog Trail/Minnesota River Greenway

Project Area:





Circle the Brick Trail Project



Project Location:

Along Highway 61 in the City of Chaska on former C & NW Railroad Corridor



Federal Funds Request:

Federal: \$1,197,792
Local Match: \$299,488
Project Total: \$1,497,240

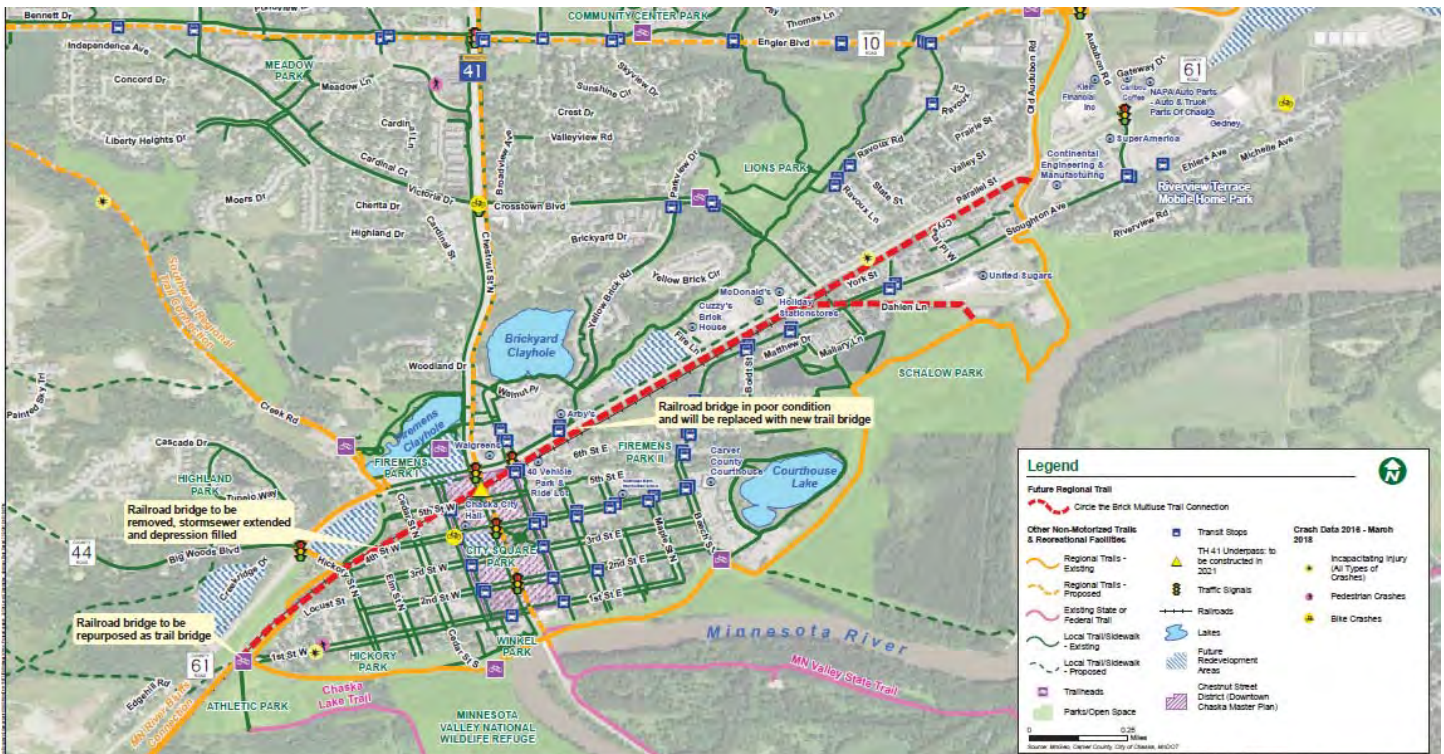
The Circle the Brick Trail Project will connect into the Southwest Regional Trail Connection while also providing a continuous 5-mile bicycle and pedestrian loop of Downtown Chaska, and along an RBTN Tier 1 Alignment. This project will provide a centralized link that improves connections between recreational and commercial destinations, disadvantaged neighborhoods, transit, parks, and regional and state trails.

Chaska was once a leading Minnesota manufacturer of brick. The old brick yards have since been developed into recreational destinations and core commercial areas, within the downtown area, generating bicycle and pedestrian demand along the County Highway 61 and Highway 41 corridors. This is apparent from the foot paths found along much of the proposed alignment, especially in areas adjacent County Highway 61.

The City, in partnership with Carver County and MnDOT, are planning significant investments along Highways 61 and 41 in the downtown to improve mobility for all modes. Over \$100M in public investment in downtown has been occurring and is still ongoing. These efforts progressively revitalize the downtown and its connections benefitting all community businesses and populations.

Summary of Benefits

- 10' wide paved trail (ADA accessible)
- Direct connection to Highway 61 and downtown destinations
- Make the presence of pedestrians and bicyclist known to highway traffic
- Marked crosswalks with lighting and signage
- Connects disadvantaged populations to community destinations
- Connection to transit



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 52 (Hennepin Avenue and 1st Avenue) Bicycle and Pedestrian Facilities
Roadway:	CSAH 52 (Hennepin Avenue and 1st Avenue)
Project Termini:	Main Street NE to 8th Street SE
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$5,500,000
Total Project Cost:	\$7,872,486

Project Information

The Hennepin Ave and 1st Ave Bicycle and Pedestrian Facilities Project includes CSAH 52 (Hennepin Ave and 1st Ave NE), a one-way pair, in Northeast Minneapolis on the east side of the Mississippi River. Due to the number of destinations and businesses, there are high volumes of people walking, biking, taking transit, and driving along both streets during the majority of the day. Currently, there are no bicycle facilities along this corridor and sidewalk space is limited and inadequate given the high number of pedestrians. This project will provide bicycle facilities, bumpouts where feasible, ADA curb ramps, and APS in order to create a safe, comfortable, and accessible environment for all modes.

Project Benefits

The proposed project will provide a high level of comfort, convenience and safety for people biking, walking and rolling along the corridor. The bike facilities will provide a direct connection into and out of the Job Concentration Area of Downtown Minneapolis. Given the number of transit stops along this corridor, the bike facilities will provide a much needed first and last mile connection for nearby residents and visitors and will also separate vulnerable users from moving vehicles, reducing potential conflicts. The addition of bumpouts, ADA curb ramps, and APS will provide a safe environment for people of all ages and abilities.

Project Summary: Central Greenway Regional Trail Segments and Crossing along CSAH 19 in the Cities of Cottage Grove and Woodbury

The Central Greenway Regional Trail is a vision for a continuous north/south trail in Washington County. The adopted trail master plan covers the two existing segments of trail as well as the proposed trail between I-94 and Cottage Grove Ravine Regional Park in Woodbury and Cottage Grove. This segment of the Central Greenway is designated as a Tier 2 alignment on the Metropolitan Council's Regional Bicycle Transportation Network. Washington County is asking for \$5,273,120 in funding to construct a 10-foot wide (minimum) multi-use off-road trail that runs along two sections of CSAH 19 and two grade separated crossings as part of the Central Greenway Regional Trail. The first section is a 0.69 mile stretch running south from Dale Road in Woodbury and the second is a 1.78 mile stretch running from 80th Street to the new entrance to Cottage Grove Ravine Regional Park in Cottage Grove. The trail crossings will include a trail underpass south of 85th Street and a trail overpass at the new entrance to Cottage Grove Ravine Regional Park. This trail will close a gap in both the local trail network and in the Regional Bicycle Transportation Network (RBTN). The existing trail stops at these points and puts users on rural highway. This trail would close the remaining gaps in the southern segment of the trail system.

Central Greenway will provide a direct connection for the suburban communities of Lake Elmo, Cottage Grove and Woodbury. The long term vision of the trail will connect these communities through a safe and direct route to each other and surrounding destinations. It will be open to pedestrians and cyclists, and permitted electric ADA accessibility equipment. This trail will not be open to motorized vehicles or equestrian uses, except for maintenance or law enforcement. It will also allow users to cross the highway safely at the grade separated crossings.

This trail segments proposed in this application will link users to existing and future housing developments creating more non-motorized transportation options for the community. The Central Greenway has the support of the Cities of Cottage Grove and Woodbury as they are dedicated to making safer commuting connections and trails for their communities. Implementing these trail segments will create a safe, off-road facility for users of all ages and abilities. The trail will also provide access to Washington County's Cottage Grove Service Center, Cottage Grove City Hall and Police Department, Cottage Grove Ravine Regional Park and multiple schools.



155 21st St

CSAH 38 Trail

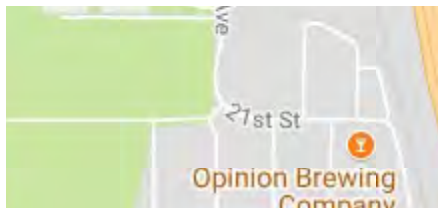


Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017



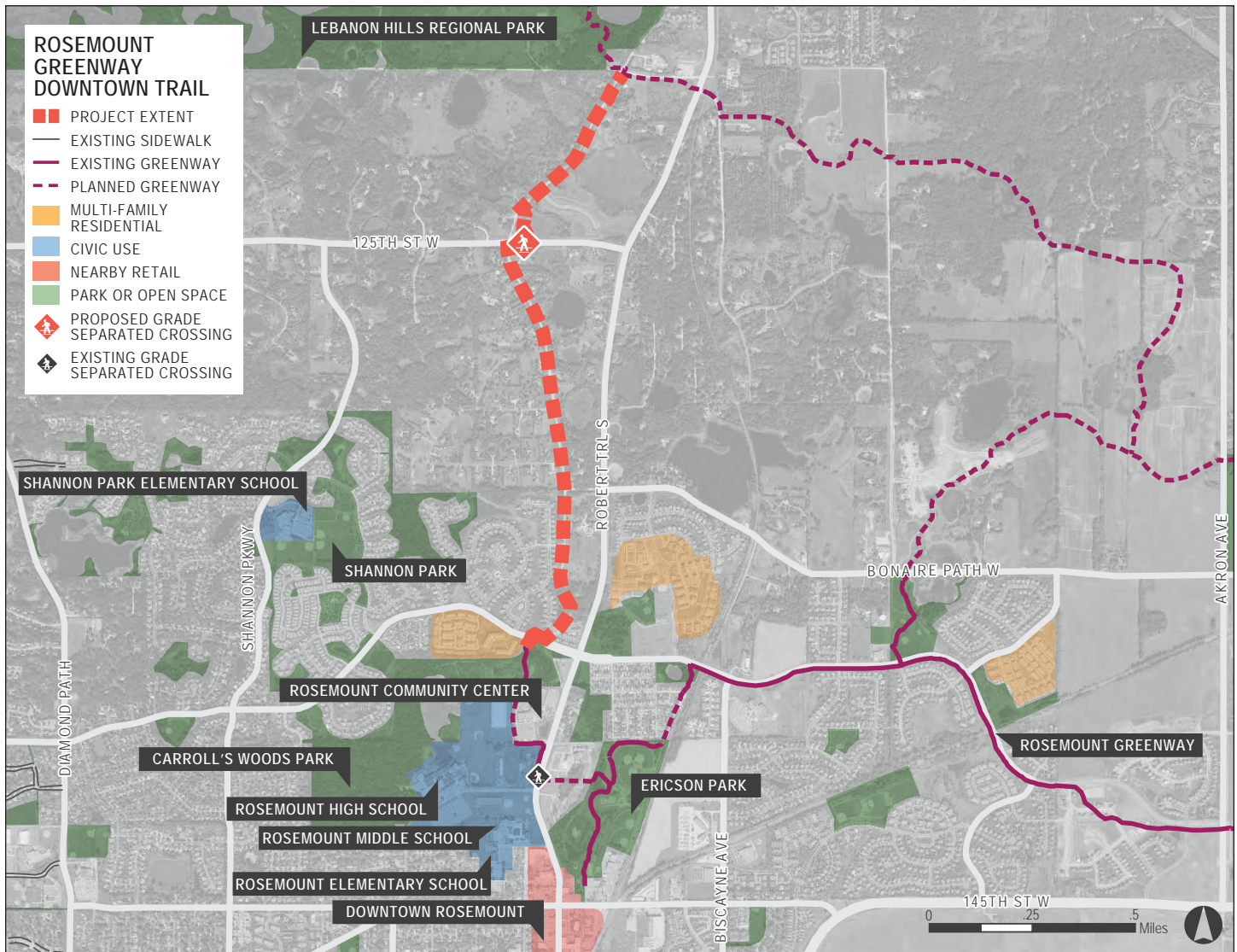
The Sam Morgan Regional Trail is a major trail and Tier 1 RBTN Alignment that follows along the east bank of the Mississippi River from Hidden Falls-Crosby Farm Regional Park to Indian Mounds Regional Park in Saint Paul. This project proposes to reconstruct Segment 1 of that trail, the first segment to be constructed in 1991. Segment 1 has degraded in condition as it has approached the end of its useful life. Portions of Segment 1 have already had to be reconstructed.

The Sam Morgan Regional Trail is heavily used. There were 540,000 visits to the trail in 2016. It serves as primary commuter trail for bicyclists, in part because of its direct connection to several other Tier 1 RBTN Alignments. In addition to reconstructing most of Segment 1, this project also proposes to reconstruct the trail along Elway St, one of those other connecting Tier 1 Alignments, in preparation for a realignment project for Lexington Pkwy which will eventually carry it through to Elway St.

The construction phase of the project is estimated at \$2,347,000, of which, \$1,877,600 is being requested with this application and \$469,400 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

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

Rosemount Greenway Downtown Connection



Project Location

Project Location:	Rosemount
Requested Award Amount:	\$1,360,000
Total Project Cost:	\$1,700,000

PROJECT DESCRIPTION

The City of Rosemount is seeking funding for a 2.2 mile gap in the Rosemount Regional Greenway, a critical transportation link for northwestern Rosemount. The segment will begin at the southern boundary of Lebanon Hills Regional Park on 120th Street West at the Eagan and Rosemount border. The trail travels south along Dodd Boulevard to connect to the existing Rosemount Greenway at Connemara Trail. The project includes a grade separated crossing of McAndrews Road (CSAH 38), a county highway with an AADT of more than 6,000 vehicles.

PROJECT BENEFITS

- » The proposed trail will fill an important gap in the regional trail network, connecting residential areas to the amenities of Downtown Rosemount as well as the Lebanon Hills Regional Park.
- » The proposed trail provides a critical bicycle transportation link addressing system gaps identified in the 2040 Transportation Policy Plan.
- » Eliminating the gap in Rosemount's trail network will provide a direct connection to the Rosemount Transit Station, located just south of Connemara Trail.

One Page Summary

Project Name: Merriam Junction Trail

Applicant: Scott County

Project Location:

Louisville Township

Route: From Louisville Swamp Trailhead to City of Carver/Carver County

Requested Award

Amount: \$5,500,000

Total Project Cost:

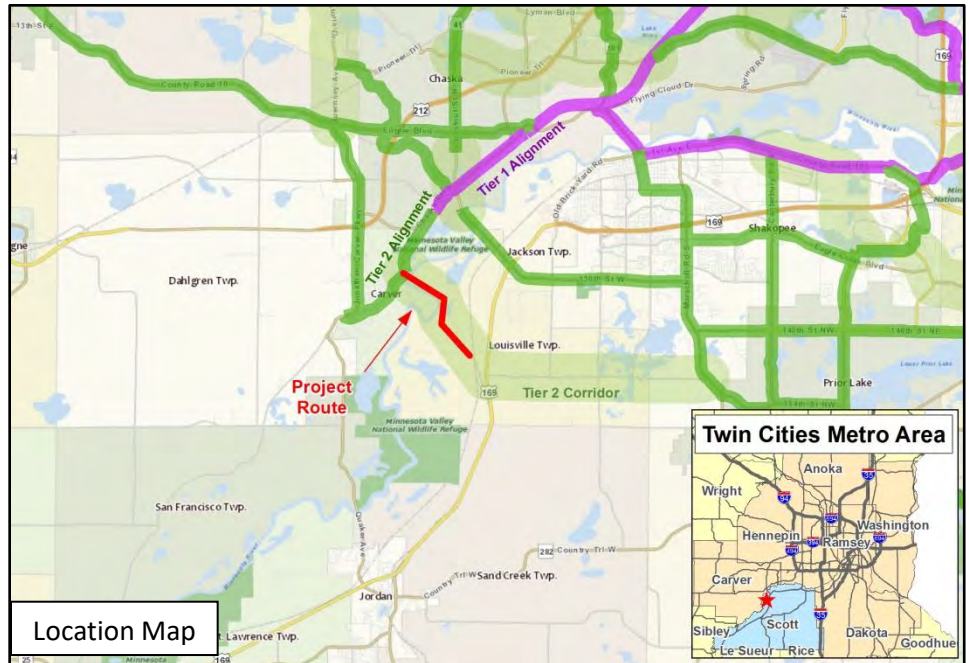
\$10,400,000.

Project Description:

The Merriam Junction Trail (former Union Pacific rail line under ownership by Scott County) in Louisville Township is a 2-mile planned regional trail segment within Scott County from the City of Carver in Carver County to the Louisville Swamp Trailhead (Merriam Junction) near the future interchange of US 169 and Scott County CSAH 14. The trail will help non-motorized users cross

Scott County's largest regional barrier, the Minnesota River, into Carver County and to the Minnesota River Bluffs Regional Trail. The next closest crossing is over 2 miles away and does not have bike and pedestrian friendly accommodation. The Trail is located within a RBTN Tier 2 Corridor.

Project Benefits: The Merriam Junction Trail will provide the only non-vehicle oriented bridge crossing into Carver County from Scott County. The project will provide access to the US Fish and Wildlife Property, and provide a Regional Bicycle transportation Network (RBTN) connection and alignment.



The Fish Hatchery Trail is a trail designated as part of the Mississippi River Trail, and is a Tier 1 RBTN Alignment that follows along the west side of Trunk Highway 61 and then through parkland from Battle Creek Regional Park to its connection with the Sam Morgan Regional Trail in Saint Paul. The trail was originally constructed in conjunction with a highway construction project on TH 61 in the 1980s. The portion of the trail along TH 61 is supported by an embankment that has failed due to erosion and water issues. This necessitated closing the trail in 2016. The other segment of trail through parkland has degraded in condition as it has approached the end of its useful life. This project proposes to stabilize the embankment, and then reconstruct the full 1.4 mile length of the trail.

The Fish Hatchery Trail is heavily used for transportation and recreational purposes. It serves as a primary commuter trail for bicyclists into downtown Saint Paul from the East Side of Saint Paul and the East Metro. The closure of the trail has had a tremendously negative impact on the community. There is significant pressure from the community to make permanent repairs to the trail to re-open it.

The construction phase of the project is estimated at \$2,771,000, of which, \$2,216,800 is being requested with this application and \$554,200 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will re-open a major commuting artery and connecting line between parks of regional significance. That connectivity makes this project a high priority to fund.

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

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

The construction phase of the project is estimated at \$6,440,000, of which, \$5,152,000 is being requested with this application and \$1,288,000 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

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

The Robert Piram Trail Pedestrian Bridge provides a grade-separated pedestrian connection through the Southport Industrial District. The bridge parallels existing railroad tracks and would tie into the proposed Robert Piram Regional Trail. The bridge structure would be 14' wide on piers accommodating a 12' wide trail. It's alignment begins adjacent to existing wetland areas, crosses over two sets of railroad tracks and Barge Channel Road, then drops down to tie into the proposed trail.

The desire for this bridge stems from the Railroad's willingness to temporarily vacate a portion of their tracks providing an at-grade trail connection, but reserving the right to re-activate the railroad tracks at any time, thus creating a gap in the regional trail system. This bridge would provide a permanent connection for the regional trail through Southport and over the Union Pacific Railroad tracks. The Southport Industrial District is a busy commercial and freight area. This bridge would allow for a physical separation of vehicle and pedestrian uses as well. This pedestrian bridge is part of the Robert Piram Regional Trail, a 3.7 mile trail connection from Harriet Island to South Saint Paul. As part of a multi-state national trail, it will close a gap in our regional trail system, bringing quality of life and economic benefits to St. Paul and the entire metropolitan region.

The construction phase of the project is estimated at \$7,107,130, of which, \$5,500,000 is being requested with this application and \$1,607,130 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will result in a new facility that is safer for all users of the corridor. The safety benefits make this project a high priority to fund.

Rogers I-94 Pedestrian Bridge

Project Summary

Applicant— City of Rogers

Project Location— Pedestrian Overpass of Interstate I-94 from Hynes Road and 137th Avenue

Total Project Cost — \$3,800,000 **Requested Federal Amount**— \$2,800,000 **Local Match Amount**— \$1,000,000



Project Description:

This project will construct a pedestrian overpass of Interstate I-94 and Industrial Boulevard located in Rogers, Northwest Hennepin County. Eliminating the barrier of the interstate that divides the north and south segments of the community.



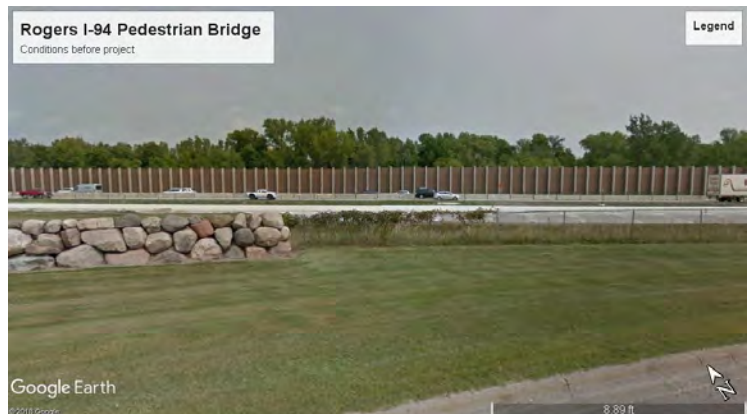
Before Conditions:



Unsafe Crossing: Stormwater conduit that children in Rogers have used to cross Interstate 94



Industrial Blvd Rogers MN: Street view from Industrial Blvd looking north towards I-94, Pedestrian Bridge would cross approximately in this location



Proposed project elements include:

- Construct a multi-use trail connecting the north half and south half of Rogers
- Overpass would include a ramp on the north side of I-94 and a helix on the south side.
- Proposed bridge span of 300 feet

Project Benefits include:

- The project will reconnect the community which is bisected north and south by Interstate 94.
- Enable the connection of the Rogers Cross Community Trail System that links existing (and proposed future) neighborhood parks, Crow Hassan Park Reserve, and several natural resource protected areas and public natural open space.
- Provides a traffic separated Interstate crossing that has no conflict points with traffic, allowing increased in safe pedestrian movements between the north and south sections of the community
- Eliminates the on-going significant safety hazard in youth and young adults utilizing a stormwater drainage culvert as a crossing point of Interstate 94



RENDERING B - WESTBOUND I-94

After Conditions:

West Bound I-94: Rendering of the finished Pedestrian Bridge spanning Interstate 94 in Rogers, Minnesota

Accessible connections to the Midtown Greenway

Summary of 2018 regional solicitation application for federal funding

Description

This project will create ADA-compliant access to the Midtown Greenway in Minneapolis just east of Uptown, filling a 1.5-mile gap in ADA access.

It will connect one of the nation's best urban trails with a dense and vibrant area of Minneapolis that continues to add jobs and housing.

The connection will improve safety with a paved trail, reducing pedestrian and bicyclist exposure to motor vehicles on nearby urban streets with high crash risk and reducing falls.

Residents who need accessible and affordable transportation will be connected to transit, jobs and recreation along the 5.5-mile Midtown Greenway and regional bikeways.

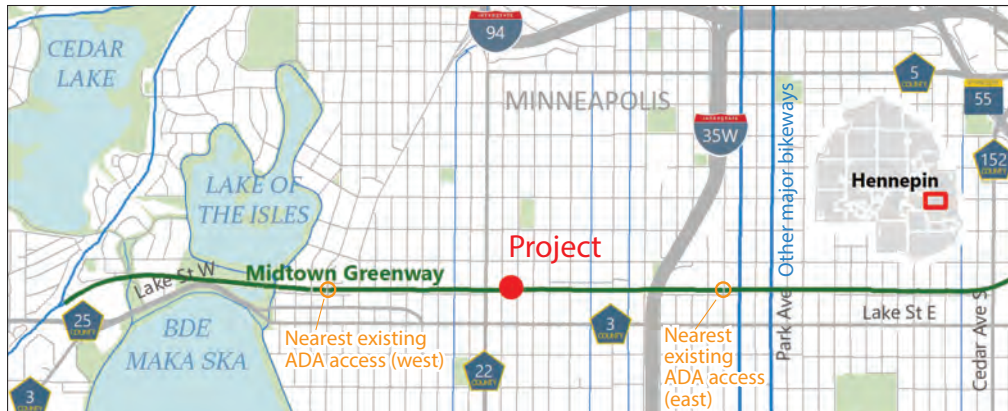


Existing conditions with concept illustration overlay



Proposed concept

Location



Context

- Central and high-activity district of Minneapolis near Uptown
- Destinations within 1/2 mile include schools, Somali mall and services for adults and children with disabilities
- Connects to highly used Midtown Greenway and regional trail system
- Surrounding residents need accessibility and affordable transportation

Regional benefits

- Closes access gap to RBTN Tier 1 Midtown Greenway
- Links Lyndale Ave. / Lake St. with Grand Rounds via Midtown Greenway
- Connects the region with 23,663 jobs within one mile
- Reduces need to travel through intersections with high pedestrian crash rates

Project:

Install paved access ramps from Harriet and/or Garfield avenues to the Midtown Greenway (grade-separated biking and walking "expressway")

Location:

Minneapolis, east of Lyndale Avenue and north of Lake Street

Connectivity:

- Midtown Greenway (RBTN Tier 1)
- Uptown Minneapolis
- Lake Street
- Lyndale Avenue
- Six transit routes with in 1/4 mile
- Fills 1.5-mile gap in Greenway ADA access

Total cost:

\$1,400,000

Amount requested:

\$1,120,000

Applicant:

Hennepin County

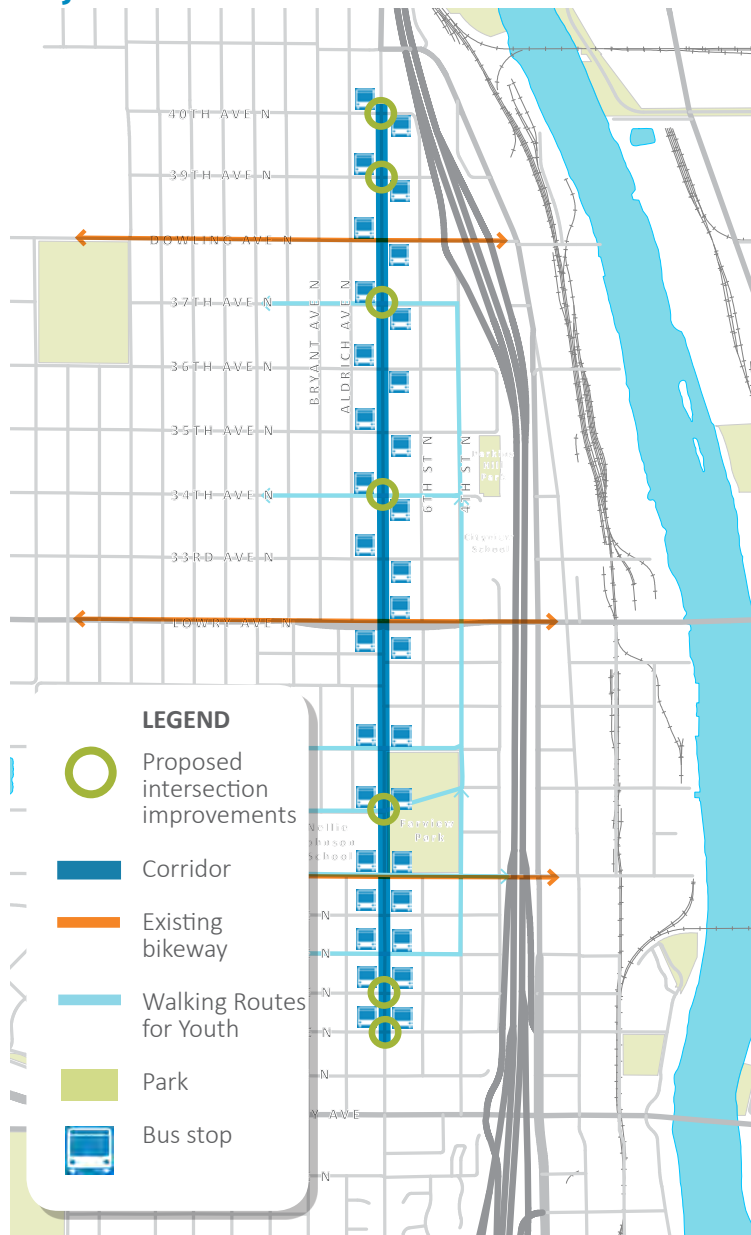


Project Background

The proposed project will provide pedestrian safety improvements and ADA accessibility at intersections along the Lyndale Avenue North corridor between 22nd Avenue North and 40th Avenue North, a high crash rate corridor in Minneapolis. Crossing improvements may include curb extensions, pedestrian crossing medians, an upgraded traffic control device and APS push buttons, new ADA-compliant pedestrian ramps, and bus loading zones.

The corridor is identified in the Minneapolis Pedestrian Crash Study as part of the Pedestrian Crash Concentration Corridor and High Injury Network. Lyndale Avenue North also serves as a transit corridor in north Minneapolis and has several schools, parks, and commercial areas. Given the community's low rate of auto ownership, safe and comfortable pedestrian access to transit services along Lyndale Avenue North is key for area residents' access to the broader metropolitan area for work, school, services, recreation and retail needs.

Project Area



Existing Conditions

Average Number of Daily Users

480 pedestrians

30 bicyclists

2 Metro Transit bus routes on Lyndale
6 Metro Transit bus routes cross Lyndale

8,000 - 11,000 motor vehicles

Source: Minneapolis Bicycle & Pedestrian Counts (2016) and Minneapolis Public Works (2017), Metro Transit.

Corridor Context



Typical existing cross section with an under-utilized parking lane, southbound travel lane, and northbound curbside travel lane.

Identified Issues

- 16** Reported pedestrian/vehicle crashes between 2011-2015
- 4** Fatal (1) or Incapacitating pedestrian injuries (3) as a result of traffic crashes

Project Goals

The proposed project aims to create safe and comfortable crossing opportunities for pedestrians while encouraging slower vehicle speeds. Intersection improvements may include:



Traffic control device and APS push buttons



Curb Extensions



ADA-Compliant Curb Ramps



Pedestrian Median

Project Summary

Project Name – West Broadway Avenue BLRT Streetscape Improvements

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 74th Avenue to Oak Grove Parkway in the City of Brooklyn Park, Hennepin County

Total Project Cost – \$6,179,354.00

Requested Federal Dollars - \$1,000,000

Before Photo –



WEST BROADWAY AVENUE AT BROOKLYN BOULEVARD (LOOKING SOUTH)

Project Description – As part of the Bottineau Light Rail Transitway (BLRT), West Broadway Avenue through Brooklyn Park will be completely reconstructed as a multi-modal transit corridor supporting several modes of transportation. Hennepin County, Metropolitan Council, and the City of Brooklyn Park have worked to create a unified vision within the 3.5 miles of West Broadway between 74th Avenue and Oak Grove Parkway. Streetscape visioning goals have been established as:

- Re-envision the West Broadway Corridor as a multi-modal transit corridor that supports LRT, pedestrian, and bicycle connections.
- Maximize and strategically align public and private investments in the corridor to support transit-oriented development (TOD) through catalytic investments in life-cycle housing, commercial development, and public infrastructure.
- Promote economic opportunity by improving access to jobs and supporting business recruitment and expansion along the corridor.

Project Benefits – The West Broadway Streetscape Plan will transform the West Broadway Corridor into four distinct districts in which will all have future light rail transit stops:

- Retail at Brooklyn Boulevard
- Employment at 93rd Avenue
- Mixed Use at Oak Grove Parkway
- Institutional at 85th Avenue

Among these districts, common themes exist in types of plantings, decorative concrete, fencing, lighting, and benches. Guiding principles to create a multi-modal corridor vision was outlined and a unified approach to streetscaping has been adopted in the West Broadway Streetscape Framework Manual.

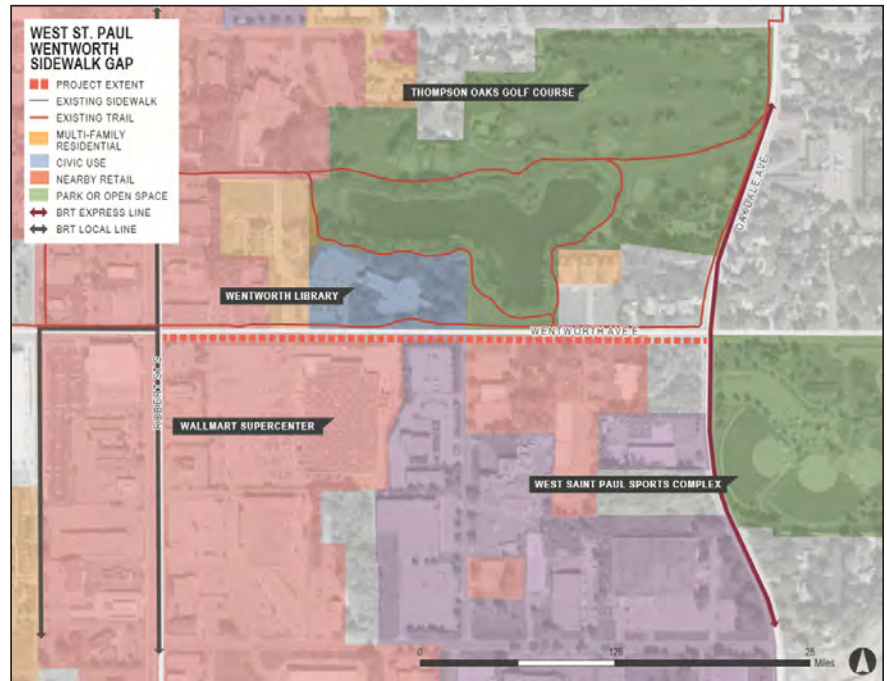
West St. Paul Wentworth Sidewalk Gap

PEDESTRIAN FACILITIES

PROJECT DESCRIPTION

The West St. Paul Wentworth Sidewalk Gap is a 0.5-mile gap in the sidewalk network of the City of West St. Paul. The City is proposing to construct a sidewalk along the south side of Wentworth Avenue from Robert Street to Oakdale Avenue. This sidewalk will allow pedestrians in the area to travel safely to nearby destinations, including the Robert Street commercial corridor, the River to River Greenway, and the West St. Paul Sports Complex.

Requested Award Amount:	\$263,848
Total Project Cost:	\$329,810



Proposed sidewalk route

PROJECT BENEFITS

- » Improves safety for those who must travel along Wentworth - a B Minor Arterial with more than 10,000 AADT.
- » Provides local connections to community amenities such as the West St. Paul Sports Complex, the Wentworth Library, and the Robert Street commercial corridor.
- » Increases pedestrian safety along the corridor by providing a separated area for pedestrians to travel off Wentworth Avenue
- » Connects pedestrians to the River to River Greenway, an 8-mile regional trail linking West St. Paul, Mendota Heights, and South St. Paul.
- » Provide safe access to jobs and recreation opportunities for the increasing number of area residents
- » Enhanced access to transit located at either end of the project corridor

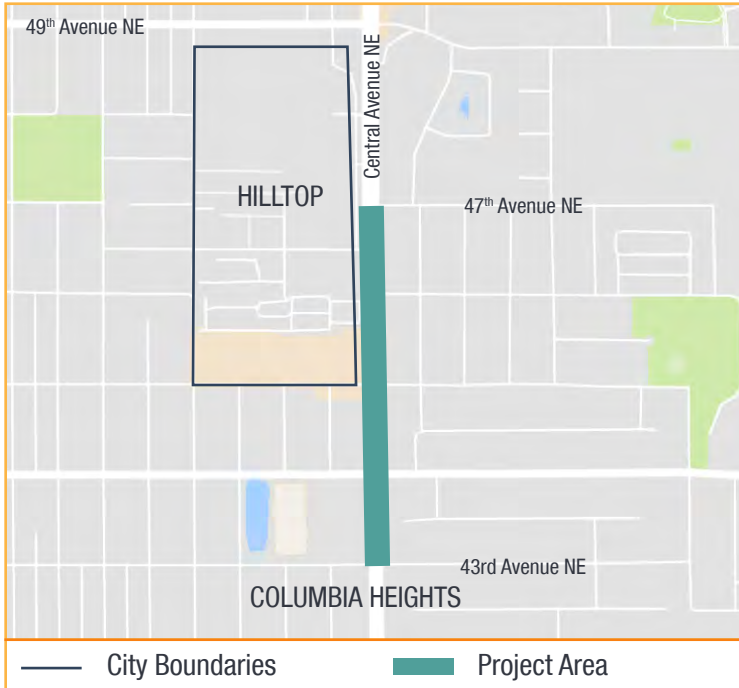


Sidewalk would be installed on the south side of Wentworth to provide connectivity for 0.5 miles through commercial, residential, and employment areas

CENTRAL AVENUE REVITALIZATION PROJECT



PROJECT MAP:



APPLICANT:

City of Columbia Heights

ROUTE:

Central Avenue from 43rd Avenue NE to 47th Avenue NE

CITY WHERE PROJECT IS LOCATED:

Columbia Heights

COUNTY WHERE PROJECT IS LOCATED:

Anoka

REQUESTED AWARD AMOUNT:

\$1,000,000

TOTAL PROJECT COST:

\$1,830,000

PROJECT DESCRIPTION:

The proposed project will incorporate several improvements with the goal of improving the safety, functionality and traveling experience for pedestrians along Central Avenue NE from 43rd Avenue NE to 47th Avenue NE. The improvements include replacing deficient sidewalks with wider walks, new pedestrian ramps at intersections, improved lighting for pedestrians and vehicles, driveway reconstruction at adjacent businesses to accommodate the new sidewalk. New sidewalk will be shifted further from the roadway where possible within the available ROW and commercial driveways will be narrowed where feasible within the corridor. The proposed improvements include the addition of a pedestrian-activated signal (HAWK) at 43rd Avenue and curb extensions on 44th Avenue to reduce crosswalk lengths. Central Avenue NE is an important pedestrian corridor, connecting adjacent low-income and transit-dependent residents with commercial land uses and transit facilities. Central Avenue is currently one of the most heavily traveled transit corridors in the Twin Cities area.

BEFORE PHOTO:



PROJECT AREA EXISTING CONDITIONS

Central Avenue, looking north, just north of 43rd Avenue NE

PROJECT BENEFITS:

- Completes the gap in adequate pedestrian facilities along Central Avenue in Columbia Heights
- Improves pedestrian safety; particularly at crossings and near large activity centers, such the future Hy-Vee
- Provides an investment in the community, which is undergoing parallel infrastructure upgrades and redevelopment efforts

PREPARED BY:



Project Name: Galpin Lake Road Pedestrian Improvements

Category: 2018 Pedestrian Facilities

Applicant: City of Shorewood

Project Location: Galpin Lake Road from Pheasant Drive to TH 7 and along TH 7 from Galpin Lake Road to Oak Street

Total Project Cost: \$1,250,000

Requested Federal Amount: \$1,000,000

Local Match: \$250,000 (20% of total)

Project Description:

The City of Shorewood is proposing a dedicated pedestrian walkway along Galpin Lake Road. Galpin Lake Road is currently a 24-foot wide road with 12-foot lanes and no shoulders. The proposed project, approximately 0.6 miles in length, will eliminate sidewalk gaps and allow pedestrians to access the existing sidewalk at the intersection of State Highway 7 and Oak Street (CSAH 19) in Excelsior; completing the sidewalk/trail network between Lyman Boulevard in Chanhassen to Trunk Highway 7 in Shorewood. In addition to enhanced roadway safety for bike/peds and vehicles, the project includes installation of storm sewer to improve stormwater runoff.

Project Benefits:

- Safe pedestrian and bicycle access along Galpin Lake Road
- Eliminate sidewalk/trail network gaps
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improved stormwater management resulting in better water quality

Key Connections:

- Connects communities of Shorewood, Chanhassen, and Excelsior
- Excelsior Commercial District
- Lake Minnetonka LRT Regional Trail
- Transit Stops (Bus routes: 570, 671, 684, and 698)

Project Area:





Concord Exchange Streetscape Improvements



Project Location:

Concord Exchange,
City of South Saint Paul



Federal Request:

Federal Request: \$1,000,000
Local Match: \$1,800,000
Project Total: \$2,800,000



Local Investments:

- Concord/Grand Avenue Gateway Streetscape and Redevelopment Plan



Project Benefits:

- Eliminates physical non-motorized barrier
- Connects disadvantaged populations to transit, jobs, and services
- Increases safety with ADA compliance, bump-outs, and pedestrian lighting
- Updated streetscaping and transit stops

The Concord Exchange Streetscape Improvements project will provide a welcoming and safe pedestrian environment in one of the primary business districts in South St Paul, that includes a major Manufacturing/Distribution Center and several transit connections. South St Paul is a community in which many residents rely on non-motorized transportation. Adjacent residential neighborhoods include several high density affordable housing options. Two of these facilities, owned and operated by the city, are the Nan McKay and John Carroll Highrises, totaling 296 one-bedroom apartments designed for independent living with income-based rent. The minimum age requirement for admission is 50 years of age but preference is given to applicants 62 years of age or older, persons with verified disability, and veterans or spouses of veterans. Residents of these facilities are of populations most negatively impacted by deficiencies in the current Concord Exchange pedestrian system.

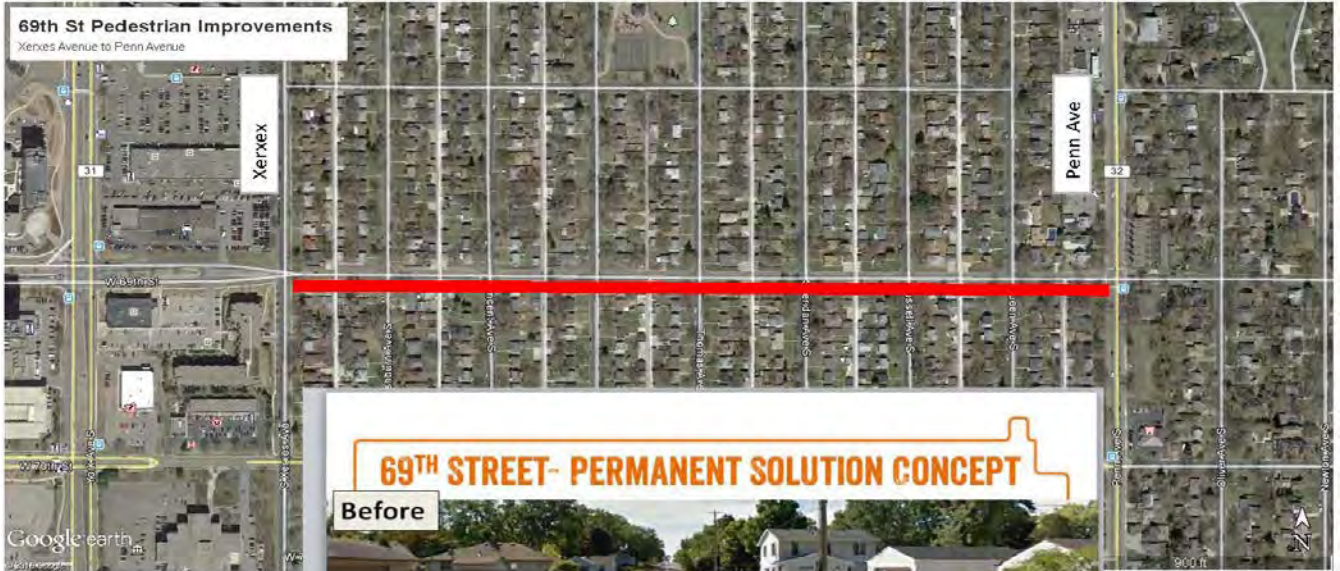
Concord Exchange is located in the city's historic commercial core that once served the largest stockyards in the world. In the last decade, redevelopment has brought more light industrial jobs to the area. Recent job-based redevelopment, historic roots of this area, affordability, and vacant lots have caught the eye of developers focused on infill sites rather than expansion of greenfield development. This has led to the current conversion of the old Wells Fargo building, on Concord Exchange, into a 68-unit apartment complex and potential for new commercial businesses and offices in the project area. In addition, the closely parallel MN Highway 156 (Concord Street) is slated for 2021 reconstruction and turnback to support redevelopment and connectivity and increase safety and efficiency for all modes of transportation. Project improvements will support economic development, facilitate more non-motorized travel to and from Concord Exchange, and draw regional and recreational travelers from the nearby Mississippi Regional River Trail.

Deficiencies and Safety

The current pedestrian system is a barrier, especially to individuals with limited physical ability, as it is not ADA compliant. The existing sidewalks are made up of pavers installed in the 1970's, and in areas are a tripping hazard and do not clearly indicate the pedestrian walkway. Project improvements include:

- ADA compliant curb ramps at all intersections
- Clearly articulated 6'-10' concrete pedestrian walkway
- Improved aesthetics and pedestrian lighting to encourage walking
- 5'-6' amenity zone for trees, benches, lighting, and bus shelters





69TH STREET- PERMANENT SOLUTION CONCEPT



ADA retrofits at Blue and Green Line extension station areas

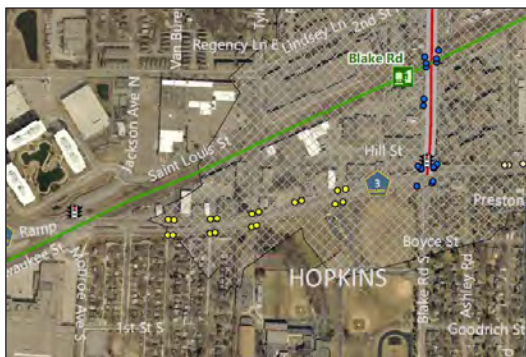
Summary of 2018 regional solicitation application for federal funding

Description

This project will construct ADA-compliant curb ramps and upgrade traffic signals with APS within the walkshed of the future Green Line and Blue Line LRT Stations.

It will enable thousands of residents, many who are low income and people of color, to make fully accessible first and last mile connections with the regional transit network.

Additionally, residents with mobility issues who need accessible and affordable transportation will be better connected to transit and jobs.



Context

- Walkshed of future Green and Blue Line extensions station areas
- Access to Downtown Minneapolis and other job concentration areas
- First and last mile connections for residents and businesses
- Surrounding residents need accessibility and affordable transportation

Regional benefits

- Provides ADA compliant access to the regional transit network
- Links suburban communities with Downtown Minneapolis and job concentration areas
- Connects the region with 300,000+ jobs within one mile

Project:

Construct ADA compliant curb ramps and upgrade signals with APS within walkshed of Green and Blue Line extension stations

Location:

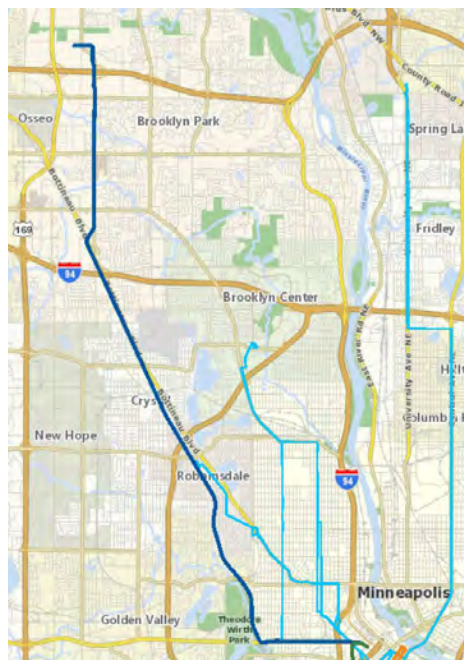
Minneapolis, St. Louis Park, Hopkins, Minnetonka, Eden Prairie, Golden Valley, Robbinsdale, Crystal, Brooklyn Park

Connectivity:

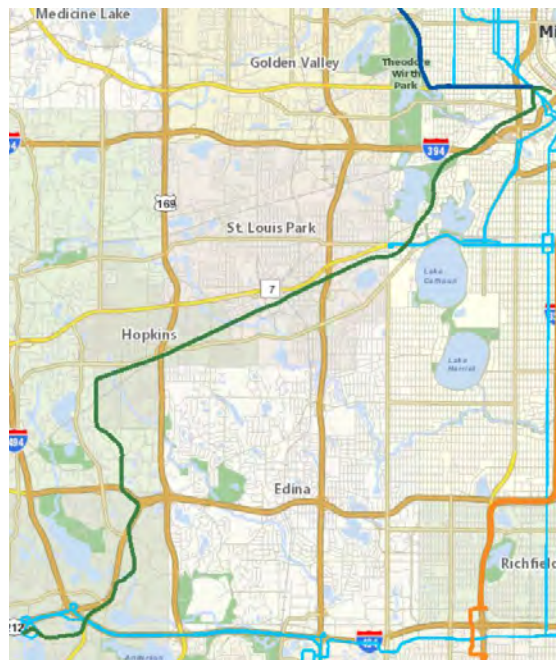
- Downtown Minneapolis
- Multiple Job Concentration Areas
- First and last mile connections to LRT stations

Existing analysis of deficient to compliant curb ramps on Hennepin County roadways

Location



Blue Line Extension



Green Line Extension

Total cost:

\$1,250,000Y

Amount requested:

\$1,000,000

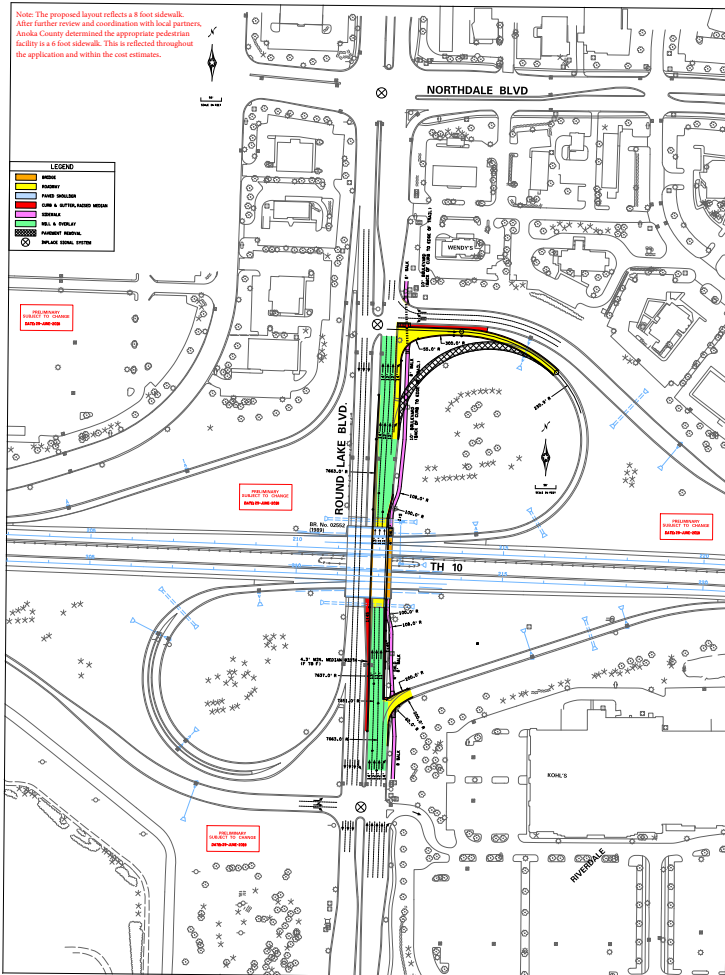
Applicant:

Hennepin County



Hwy. 10/Round Lake Blvd. Sidewalk Improvements

ANOKA COUNTY



Project Layout

Project Location:	Coon Rapids
Requested Award Amount:	\$1,000,000
Total Project Cost:	\$1,758,400

PROJECT DESCRIPTION

Anoka County is seeking funds to construct a 6 foot sidewalk (approximately 0.23 miles) on County State Aid Highway (CSAH) 9 (Round Lake Boulevard) at the Highway 10 interchange. Today, this is the only gap in the CSAH 9 corridor's pedestrian network. This has resulted in a number of safety and connectivity issues for pedestrians wishing to cross Highway 10 (Principal Arterial) between neighborhoods and a heavily concentrated commercial/retail and light-industrial hub (~650 acres). As a result, pedestrians crossing Highway 10 along CSAH 9 are forced to travel in the road, while overcoming other barriers (e.g., exit ramps, concrete medians, and water retention ponds) to access their destination. The proposed improvements will help overcome these barriers and safely connect pedestrians between the north and south side of Highway 10.

PROJECT BENEFITS

- » The proposed project is significant in nature given its ability to link neighborhoods of concentrated poverty and race to a large employment hub, which includes light-industrial, office, retail and commercial.
- » The proposed project will address a significant pedestrian gap in the CSAH 9 corridor's comprehensive pedestrian network between the Mississippi River and the City of Andover (~ 6 miles).
- » The proposed improvements will close a gap in the transit user's "first-and-last" mile experience between the Riverdale Transit Station and a regional commercial hub/job center.



Round Lake Blvd. (southbound)
at Highway 10 westbound off ramp

Front Avenue Sidewalk Gap Infill – Pedestrian Facilities Application

Applicant: City of Saint Paul

Requested Award Amount: \$376,800

Project Total Capital Cost: \$471,000

Project Components

1. Sidewalk construction along south side of Front Avenue from Dale St. to Mackubin St. Construction to include some relocation of existing curb line and construction of retaining walls.
2. ADA-compliant curb ramps at Kent St. and Mackubin St. intersections
3. Paved bus waiting areas at Kent St. and Mackubin St.

Background

The proposed project includes construction of new sidewalk along the south side of Front Avenue between Dale Street and Mackubin Street. This sidewalk gap connects pedestrians with the Como/Front/Dale intersection, designated as a neighborhood node in Saint Paul’s draft 2040 Comprehensive Plan. Neighborhood nodes are compact, mixed-use areas that provide shops, services, neighborhood scale civic and institutional uses, recreational facilities and employment close to residences. Saint Paul prioritizes pedestrian-friendly urban design in these locations and development that enables residents to achieve daily needs within walking distance.

Due to existing right-of-way widths and grades, sidewalk construction will entail a combination of retaining wall construction and moving existing curb lines to accommodate a sidewalk and boulevard. Curb ramps at Como Ave and Front St. will be entirely reconstructed to achieve ADA compliance. This will result in enhanced connectivity for pedestrians and transit riders to businesses at the Como/Front/Dale intersection and nearby destinations including Crossroads Elementary, RiverEast Elementary and Secondary, Front Park, and Marydale Park.



Facing west on Front Avenue, east of Dale St.



Carver County

CSAH 11 Pedestrian Crossing

Improvements at 86th St/Deer Run Dr & 82nd St Intersections

Project Information

Project Location:
City of Victoria, Carver County

Federal Funding Request:
\$470,720

Total Project Cost:
\$588,400

Project Benefits

Safety

- Install pedestrian crossing aids
- Install center median
- Upgrade pedestrian ramps

Multimodal

- Connect to regional destinations

Project Description

The CSAH 11 Pedestrian Crossing Improvements Project (ADA) includes two key crossing locations along the CSAH 11 (Victoria Dr.) corridor, an A-Minor Connector, within the City of Victoria at 82nd St. and 86th St./Deer Run Dr. These crossing locations will better connect the neighborhoods on the west side of the CSAH 11 barrier to the existing continuous pedestrian and bicycle system on the east side of the county highway that carries 8,700 vehicles a day.

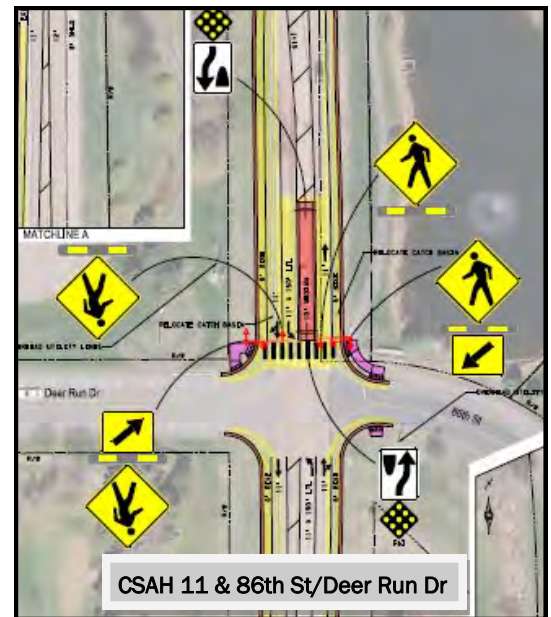
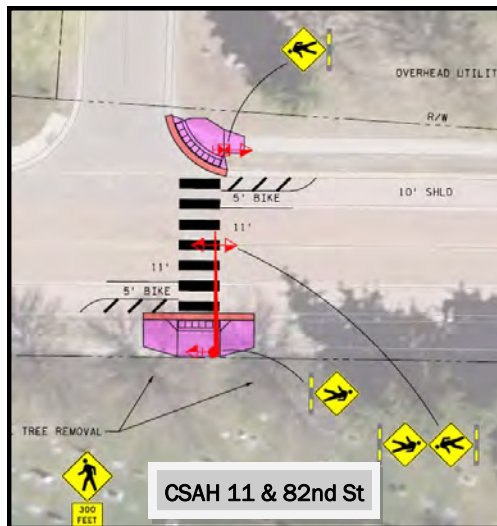
CSAH 11 and 82nd Street Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon will be installed along with larger more visible crosswalk markings and upgraded curb ramps. Parking areas will also be restricted near the intersection to provide clear sightlines between pedestrians at or near the crosswalk and the county highway traffic.

CSAH 11 and Deer Run Drive Intersection: An enhanced pedestrian crossing with overhead flashing pedestrian activated beacon and advanced warning beacons with larger more visible crosswalk markings and updated curb ramps. A new median island will provide for pedestrian refuge and shorter exposed crossing distances.

Existing Conditions Picture



Layout Insets



Regional Significance

The CSAH 11 corridor is an RBTN Tier 2 Corridor. These pedestrian crossings will improve connections for neighborhoods to key community destinations such as the downtown, community recreation center, schools, parks, and regional trails.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer
Carver County Public Works | 11360 Highway 212,
Suite 1 | Cologne, MN 5532
Phone: 952-466-5200

One Page Summary

Project Name: CSAH 16 (McColl Drive) Pedestrian Improvements

Applicant: Scott County

Project Location: City of Savage

Route: From TH 13 to Dakota County Line

Requested Award Amount:

\$256,000

Total Project Cost: \$320,000

Construction Year: 2022

Project Description: The Scott County Highway (CH) 16 Americans with Disability Act (ADA) Pedestrian Improvement Project in Savage just East of State Trunk Highway (TH) 13 to the Dakota County Line will improve the ADA pedestrian elements along the corridor to current National standards. The focus of the improvements will be replacing the current curb ramps at all intersections with ADA compliant ramps. This includes, but is not limited to, ensuring the ramps have appropriate grade percent inclines, large enough landing areas and all ramps will have truncated domes. Additionally, the project will take a corridor perspective and ensure the cross slopes and sidewalk pavement conditions meet the needs of all physically and sensory disabled users.



Scott County’s 2018 ADA Transition Plan for Highway Public Right-of-Ways identified this CH 16 corridor (McColl Drive) as one of the last remaining corridors in an urban area not complying with National standards. The Plan also identified the need to construct sidewalk and ADA curb ramps as independent projects, without corresponding roadwork, as an implementation measure to address ADA needs on a faster timeline.

The ADA compliant features will aid in moving the auto-oriented corridor to a more multimodal pedestrian, bicycle and transit friendly space that safely accommodates all modes of travel.

Project Benefits: Improve ADA conditions, Close System Gap, Provides bike/ped access to the Savage Civic Center

Hassan Elementary School Trail

Project Summary

Applicant — City of Rogers

Project Location — County State Aid Highway 144 Between Orchid Ave and Marie Ave in Rogers, Hennepin County

Total Project Cost — \$977,000 **Requested Federal Amount** — \$652,000 **Local Match Amount** — \$325,000



Project Description:

This project will construct the Hassan Elementary Safe Routes to School Trail along CSAH 144 between Orchid Ave and Marie Ave in Rogers, Northwest Hennepin County. Combined with the existing trail connecting Rogers Middle School to Hassan Elementary, this project will provide the final link between the school facilities located north of I-94 and both sides of the State Highway 101.



Proposed project elements include:

- A 10 foot wide off-street multi-use trail on the Southside of CSAH 144.
- 100% of necessary right of way needed for construction is in place by the use of existing road right of way and city secured easements.
- Curb installation to provide proper separation from off-road trail section.
- Storm water improvements.
- Hassan Elementary crosswalk enhancements to address noncompliant ADA existing conditions

Project Benefits include:

- This project will provide a safe and continuous multiuse trail for all ages, physical abilities, and travel modes eliminating significant barriers that divide the Community
- This project is identified in the Rogers SRTS Implementation Plan that was completed in 2016
- This project aligns with the Regional Adopted Plans of Thrive MSP 2040.
- Improves access to destinations including Hassan Elementary to Rogers Middle School, Rogers High School, North Community Park, and various retail establishments.

Before Conditions:

Looking east, from Orchid Ave at CSAH 144



Looking east from CSAH 144 at proposed location of trail



Looking east from Hillplace Drive along CSAH 144



After Conditions:

Rogers Middle School SRTS Trail: This segment of trail was completed by the City of Rogers in 2016 which would be similar to the Hassan Elementary Trail



2018 Metropolitan Council Regional Solicitation – Project Summary

Project Name: Bloomington Olson Schools Safe Routes to School Improvement

Applicant: City of Bloomington

Project Location: Olson Elementary and Middle Schools along W 102nd Street

Project Details:

- Total Project Cost - \$377,277
- Requested Federal Dollars - \$301,781



Project Description:

The proposed project includes constructing roadway, driveway, sidewalk and crossing modifications that redirect most school-aged pedestrians away from the busy driveway. The proposed sidewalk along W 102nd Street and the west side of the driveway will redirect students to a new marked crosswalk inside the school's circulation drive to enter the school site. This new crossing location is removed from turning activity and gap selection at the main driveway intersection along W 102nd Street. Appropriate school crossing signs will be installed at this crossing (located in their parking lot/access roadway) to provide increased visibility for students crossing.

Other improvements at the main driveway include median modifications to provide driver guidance, improved receiving capacity, pedestrian refuge islands, a marked crosswalk and stop bar for motorists leaving the site. The construction of an eastbound right-turn lane will also better define motorists making a right turn into the site and improve sight lines for drivers and pedestrians at the driveway intersection.

Project Benefits:

- Increase the number of students who walk/bike to school by providing a safer route to and from school.
- Improve pedestrian safety at the Olson Elementary and Middle School driveway at W 102nd Street.
- Reduce congestion along W 102nd Street by allowing motorists to enter the school campus from the east and west simultaneously.
- Improve sight lines and provide refuge and guidance for pedestrians crossing the main driveway.





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



Project Location:

Marie Avenue,
City of South St. Paul



Federal Request:

Federal: \$ 1,000,000
Local Match: \$780,000
Project Total: \$1,780,000



Local Investments:

- Statewide Health Improvement Grant for Development of SRTS Plan
- Completion of district-wide 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 Purpose

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

Immediate Need

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

Deficiencies and Safety

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

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



Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL

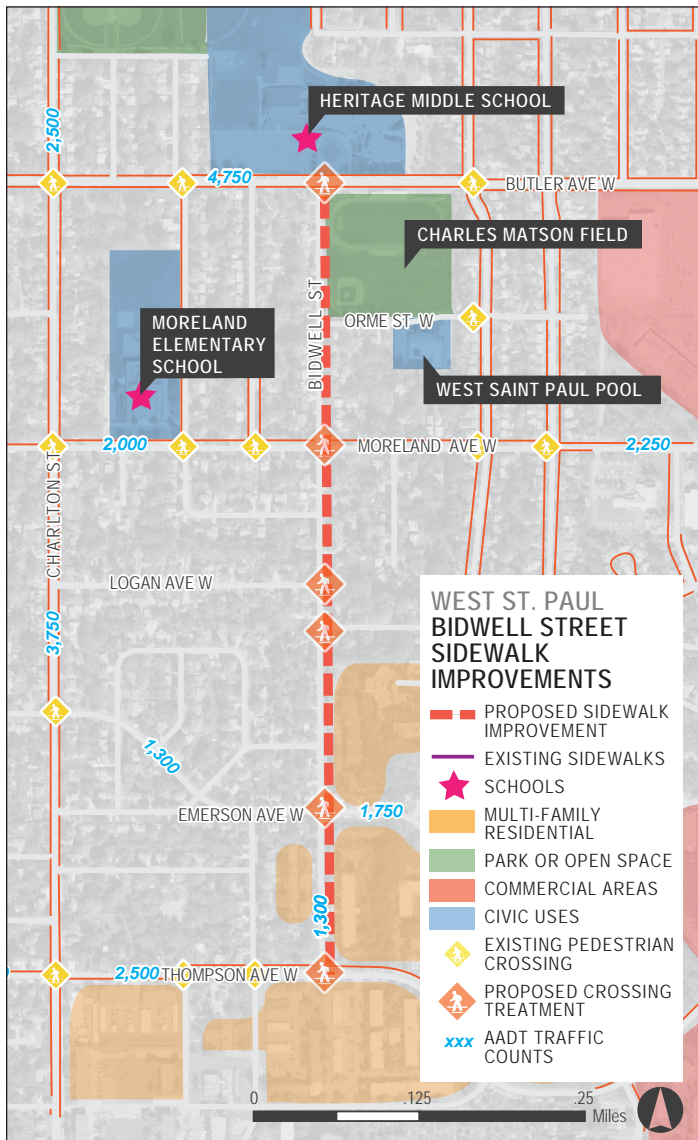
PROJECT DESCRIPTION

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

Project Location:	West St. Paul
Requested Award Amount:	\$560,000
Total Project Cost:	\$700,000



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



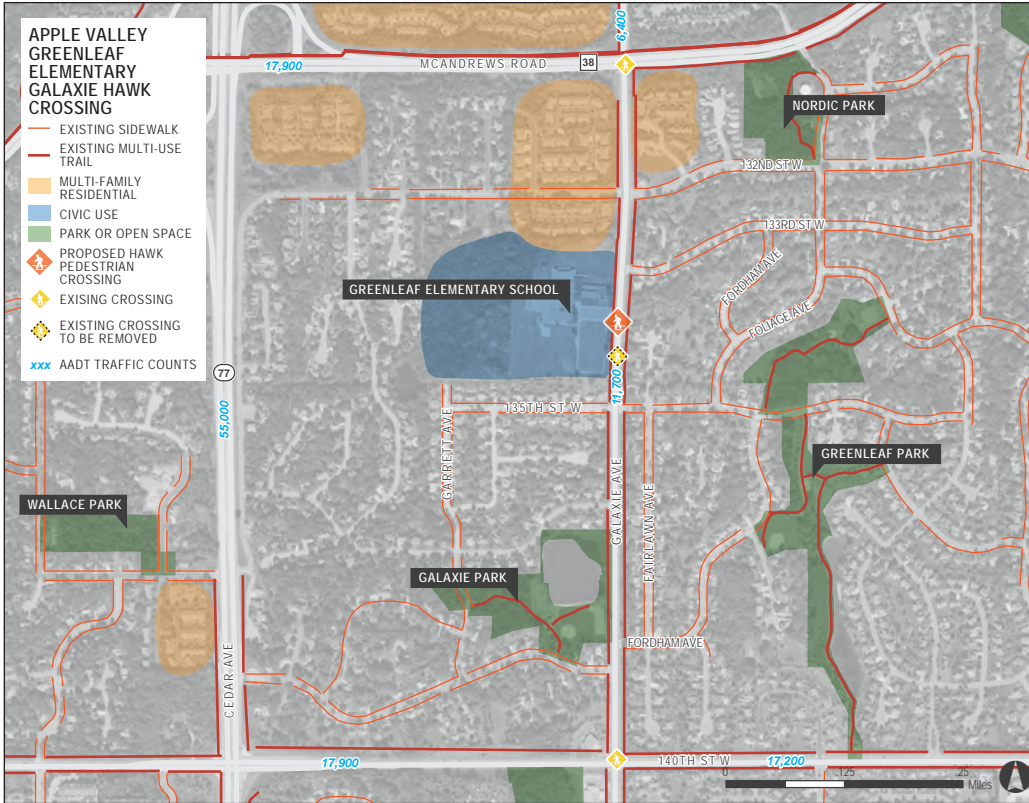
Proposed Project Area

PROJECT BENEFITS

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

Galaxie Avenue HAWK Crossing at Greenleaf Elementary School

APPLE VALLEY, MN



Proposed Project Area

PROJECT DESCRIPTION

The Galaxie Avenue HAWK Crossing at Greenleaf Elementary School will provide a High-Intensity Activated Crosswalk (HAWK) beacon, which will stop traffic and allow students to cross the road safely as they walk or bike to school. The project includes installation of the signal, high-visibility crosswalk markings, a curb cut and curb ramp on the both sides of the road and a raised median extension. Users will be able to activate the signals at the crossing. This project will decrease the distance between safe crossings for pedestrians in the area.

Project Location:	Apple Valley
Requested Award Amount:	\$198,240
Total Project Cost:	\$247,800

PROJECT BENEFITS

- » Decreased distances between safe crossings for pedestrians, leveraging an existing pedestrian crossing at the south entrance of Greenleaf Elementary
- » Raised visibility of pedestrians in the roadway through high-visibility crosswalk markings (zebra crossings)
- » User-activated design will allow for traffic to flow normally during non-peak times
- » Additional curb cut and curb ramp will increase accessibility for pedestrians with disabilities and mobility challenges
- » The HAWK beacon signal will build off of the well-connected pedestrian facilities existing throughout the neighborhood to the east of Galaxie Avenue



Photo: Google Street View

Existing Site Photo: Galaxie Avenue looking north to the project site.

Near North SRTS Improvements

16th Avenue North Bicycle Boulevard

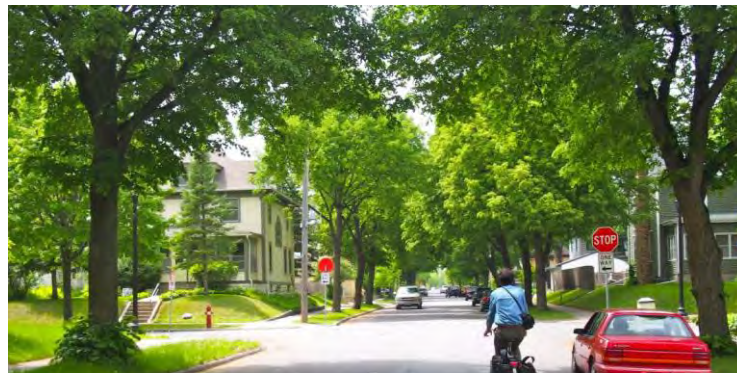
Project Name – Near North Safe Routes to School (SRTS) Improvements

Applicant – City of Minneapolis

Project Location – 16th Avenue North between Queen Avenue North and Aldrich Avenue North in the City of Minneapolis, Hennepin County

Requested Federal Dollars - \$1,000,000

Total Project Cost – \$1,250,000



Project Description – The proposed project will improve bicycle and pedestrian safety along 16th Avenue North for all user and abilities and encourage students to use active forms of transportation. The proposed Near North Safe Routes to School bicycle boulevard project will implement pedestrian and bicycle-related improvements along 16th Avenue North between Queen Avenue North and Aldrich Avenue North to establish a safe and comfortable connection to Franklin Middle School, North High School, other bikeway facilities, parks, and other key destinations in the project area.

Project Benefits – The project will improve access to key destinations for North High School and Franklin Middle School students, as well as Northside residents. The project will improve the pedestrian and bicycle environment through traffic calming treatments such as curb extensions, ADA ramp upgrades, speed humps, bicycle boulevard signs and pavement markings, speed tables, traffic diverters, or upgrades to traffic signals. At major and minor crossings, the proposed project will include treatments to improve pedestrian and bicycle crossing visibility, safety, and comfort. By improving multimodal crossings, increasing the visibility of all users, and reducing vehicle travel speeds, the proposed bicycle boulevard will improve multimodal safety, comfort, and access to key destinations for all users.

Traffic calming measures in the form of curb extensions and speed bumps will reinforce the bike boulevard by reducing vehicle speeds. Bicycle boulevard markings will provide driver guidance to reduce their speeds and be attentive to bicycle and pedestrian traffic. Intersection treatments will include ADA ramp upgrades and crossing treatments such as curb extensions, medians, diverters, or traffic circles will be considered to improve multimodal safety and comfort.

Bruce Vento Safe Routes to School Application

Applicant: City of Saint Paul

Requested Award Amount: \$842,528

Project Total Capital Cost: \$1,053,160

Project Components

1. Curb extensions and ADA compliant curb ramps along Case Avenue between Westminster and Arcade (up to 8 curb extensions)
2. Curb extensions and ADA compliant curb ramps along Arkwright Street between Case and Maryland (up to 10 curb extensions)
3. Bicycling facility along Arkwright
 - a. Combination striped bike lane and shared lane markings from Cuyuga to the northern terminus of Arkwright
 - b. Construction of offroad facility from Arkwright terminus to the Gateway Trail, approx. 60 feet total length
4. Sidewalk gap infill and ADA compliant curb ramps within one mile of Bruce Vento Elementary. Potential corridors include Westminster, Whitall, Rose, Arkwright, Magnolia and Geranium

The Project Map identifies existing sidewalk gaps in the vicinity of Bruce Vento Elementary and preliminary locations for curb extensions on Arkwright Street and Case Avenue within the project extents noted on the map. Exact locations of new sidewalk and curb extensions will be finalized with consideration to stakeholder priorities identified during community engagement for the project.

Background

The proposed project includes new infrastructure to enhance the walking and bicycling environment around Bruce Vento Elementary. Bruce Vento Elementary completed a Safe Routes to School plan in 2017. Infrastructure elements included in this application address needs identified through the school's Safe Routes to School planning process and in the City of Saint Paul's Bicycle Plan (adopted 2015), Roadway Safety Plan (2016), and draft Pedestrian Plan (underway). The City of Saint Paul seeks to make corridor-wide improvements that can systematically improve safety along entire segments of Case Avenue and Arkwright Street. These will create safe walking and bicycling opportunities for students and community members throughout the school neighborhood as they travel to destinations.

Forest Lake Safe Routes to School (SRTS)



Project Location:

City of Forest Lake in Washington County at Hwy 97 and Goodview Ave/8th Street intersection



Application Category:

Bicycle and Pedestrian Facilities – Safe Routes to School



Funding Information:

STP Requested Award Amt:

\$1,000,000

Local Match: \$260,000

Project Total: \$1,260,000



Project Benefits:

- Addresses many deficiencies and safety issues in an area serving several school facilities
- ADA compliance
- Direct connection to designated RBTN Tier 1 Alignment and Hardwood Creek Regional Trail
- Integrates and extends existing and planned infrastructure
- Reduces conflict points and crash potential at key intersection

Project Description

Forest Lake is a growing community in northern Washington County with several major roadways intersecting the City, including I-35, TH 8, TH 61 and TH 97. Forest Lake Area High School and Century Junior High School are located along the south side of TH 97, on the west and east sides of Goodview Avenue. Together, these schools serve over 2,700 students. Currently, there are no continuous sidewalks or trails connecting these schools to the surrounding neighborhoods. Children must walk and bike on the shoulders of TH 97 and wait for a gap in traffic to use the crosswalk on TH 97 between Goodview Ave and 8th Street segments.

Deficiencies and Safety

The Hwy 97/Goodview Ave intersection has several challenges for pedestrians and bicyclists: long crossing distance (120' to 135'), high speed traffic, heavily skewed intersecting roadways limiting driver sight lines, and distracted drivers who fail to yield to pedestrians in the marked crosswalk. These conditions result in an unsafe environment for students; there is a relatively low volume of students walking or biking to school despite the proximity of neighborhoods. There have been three bicycle and two pedestrian crashes at this intersection since 2013, including one fatal crash and one possible injury crash. *In 2016, a student was fatally hit by a car at this intersection while walking home from school, highlighting the deficiencies and need for improvements at this intersection.*

Project Benefits

The project includes the following improvements:

- Grade-separated pedestrian underpass along the west side of the intersection.
- Trail along the west side of 8th Street from the intersection/underpass to existing sidewalk connection.
- Trail along the south side of TH 97 west of the intersection/underpass, connecting to existing regional trail facilities at Hwy 61.



In addition to providing a safe, grade separated crossing of Hwy 97 for students, this project will provide direct access to Hardwood Creek Regional Trail via the Hwy 61 overpass. Upon completion of this project, trail users will be able to cross both Hwy 97 and 61, the two busiest roads in Forest Lake, without interacting with vehicle traffic, providing access to neighborhoods, Forest Lake Area High School and Century Junior High School, businesses, and several community resources.