

2018 Regional Solicitation – Transportation Advisory Board (TAB)-Approved Projects for 2022 and 2023

Roadway Expansion

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
1	Anoka (City)	Highway 10 and Thurston Ave Improvements	Anoka	Anoka	\$7,000,000	\$30,782,800
2	Scott Co	Highway 13 and Dakota Ave Freight Access Project	Savage	Scott	\$5,750,000	\$10,938,000
3	Hennepin Co	85th Avenue Roadway Expansion Project	Brooklyn Park	Hennepin	\$7,000,000	\$26,307,000
4	Maple Grove	County Road 610/I-94 Interchange	Maple Grove	Hennepin	\$7,000,000	\$20,477,000
5	Brooklyn Park	West Broadway Avenue Roadway Expansion	Brooklyn Park	Hennepin	\$7,000,000	\$13,965,399
6	Dakota Co	Lone Oak Road/70th Street West Expansion	Eagan, IG Heights	Dakota	\$7,000,000	\$16,840,000
7	Carver County	Highway 212 Expansion from Cologne to Carver	Dahlgren Twp	Carver	\$7,000,000	\$39,340,000
8	Dakota Co	County Road 70 Expansion	Lakeville	Dakota	\$7,000,000	\$17,500,000
9	Ramsey Co	Lexington Parkway Connection	St. Paul	Ramsey	\$1,535,420	\$1,919,275
10	Washington Co	Helmo/Bielenberg Bridge	Oakdale, Woodbury	Washington	\$4,400,000	\$5,500,000

Roadway Reconstruction/Modernization and Spot Mobility

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
11	State of MN	Highway 169/47/10 Interchange Reconstruction	Anoka	Anoka	\$7,000,000	\$27,337,654
12	Minneapolis	Hennepin Ave Reconstruction	Minneapolis	Hennepin	\$7,000,000	\$17,440,816
13	Hennepin Co	Lowry Ave NE Reconstruction	Minneapolis	Hennepin	\$7,000,000	\$10,490,000
14	Minneapolis	37th Ave NE Reconstruction	St. Anthony, MPLS, Columbia Hts	Hennepin	\$7,000,000	\$8,830,000
15	Anoka County	Bunker Lake Blvd and Ferry St Intersection	Anoka, Ramsey	Anoka	\$1,868,000	\$2,335,000
16	Burnsville	Cliff Road at I-35W South Ramps Improvement Project	Burnsville	Dakota	\$2,632,000	\$3,290,200
17	Hennepin Co	Osseo Road Reconstruction	Minneapolis	Hennepin	\$2,000,000	\$7,650,000

Traffic Management Technologies

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
18	St Paul	West Side Signalized Intersection Control Enhancements	St. Paul	Ramsey	\$1,465,600	\$1,832,000
19	Dakota Co	County Road 38 Roadway System Management	Apple Valley, Burnsville	Dakota	\$1,440,000	\$1,800,000

Bridges

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
20	Hennepin Co	Vernon Ave Bridge	Edina	Hennepin	\$7,000,000	\$9,150,000
21	Hennepin Co	Shoreline Dr Bridge	Orono	Hennepin	\$2,200,000	\$2,750,000
22	Anoka Co	Viking Boulevard Bridge	Oak Grove	Anoka	\$1,436,296	\$1,795,370

Transit Expansion

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
23	Metro Transit	Route 724 Transit Service Expansion	Brooklyn Park, Brooklyn Center	Hennepin	\$4,169,408	\$5,211,761
24	Metro Transit	Route 68 Transit Service Expansion	St. Paul, W. St. Paul, S. St. Paul	Ramsey, Dakota	\$3,581,910	\$4,477,388
25	Metro Transit	Route 32 Transit Service Expansion	Robbinsdale, Minneapolis, St. Anthony, Roseville	Hennepin, Ramsey	\$4,312,583	\$5,390,729
26	Metro Transit	Route 4 Transit Service Expansion	Minneapolis	Hennepin	\$2,090,814	\$2,613,518
27	SW Transit	SouthWest Transit Mobility Hub at SouthWest Station	Eden Prairie, Chaska, Chanhassen, Carver, Victoria	Hennepin, Carver	\$3,672,800	\$4,591,000
28	MVTA	Orange Line Connector Bus Service	Burnsville	Dakota	\$2,744,000	\$3,430,000

Transit Modernization

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
29	Metro Transit	Chicago-Portland Avenue Corridor Bus Stop Modernization	Minneapolis, Richfield, Bloomington	Hennepin	\$7,000,000	\$8,750,000
30	Metro Transit	Emerson and Fremont Avenue Bus Stop Modernization	Minneapolis	Hennepin	\$7,000,000	\$8,750,000
31	Metro Transit	Lake Street-Marshall Avenue Corridor Bus Stop Modernization	Minneapolis, St. Paul	Hennepin, Ramsey	\$7,000,000	\$8,750,000
32	Metro Transit	Route 6 Corridor Bus and Stop Modernization	Minneapolis	Hennepin	\$6,000,000	\$8,750,000

Travel Demand Management (Note: These projects are for 2020 and 2021)

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
33	Metro Transit	Transportation Management Organizations Funding	Various	Various	\$5,800,000	\$7,250,000
34	Car Free Life	Closed Network Carshare in Minneapolis and St. Paul	Various	Hennepin, Anoka, Ramsey, Dakota	\$160,000	\$200,000
35	MOVE Minnesota	Travel Demand Management Cultural Ambassadors	Minneapolis, Brooklyn Center	Hennepin	\$308,166	\$385,208
36	Metro Transit	Shared Mobility Integration for the Metro Transit Mobile App	Various	Hennepin, Ramsey, Dakota	\$300,000	\$700,000
37	University of MN	Parking FlexPass at ABC Ramps	Minneapolis	Hennepin	\$500,000	\$625,000
38	MOVE Minnesota	Transforming Renters' Transportation Choices, Green Line	Minneapolis, St. Paul	Hennepin, Ramsey	\$296,614	\$373,706

Multiuse Trails and Bicycle Facilities

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
39	St Paul	Kellogg Boulevard Capital City Bikeway Phase I	St. Paul	Ramsey	\$5,312,000	\$6,640,000
40	Hennepin Co	University Ave and 4th St SE Protected Bikeways in Minneapolis	Minneapolis	Hennepin	\$5,500,000	\$9,575,146
41	Hennepin Co	Hennepin Ave and 1st Ave NE Bicycle and Pedestrian Facilities	Minneapolis	Hennepin	\$5,500,000	\$7,872,486
42	St Paul	Fish Hatchery Trail Stabilization and Reconstruction	St. Paul	Ramsey	\$2,216,800	\$2,771,000
43	Dakota Co	North Creek Greenway in Lakeville and Farmington	Farmington, Lakeville	Dakota	\$480,000	\$600,000
44	Fridley	Fridley 7th Street and 57th Ave Trail Connections	Fridley	Anoka	\$516,120	\$645,150
45	Hennepin Co	Midtown Greenway Accessible Connections in Minneapolis	Minneapolis	Hennepin	\$1,120,000	\$1,400,000
46	Dakota Co	County Road 42 Multiuse Trail and Crossing	Apple Valley	Dakota	\$1,256,000	\$1,570,000
47	Dakota Co	Minnesota River Greenway in Eagan	Eagan	Dakota	\$3,508,000	\$4,385,000
48	Scott Co	County Road 17 Bicycle and Pedestrian Bridge over Highway 169	Shakopee	Scott	\$950,080	\$1,187,600
49	Washington Co	County Road 38 Multi-Use Trail in Newport	Newport	Washington	\$460,800	\$576,000

Pedestrian Facilities

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
50	Minneapolis	Lyndale Avenue North Pedestrian Safety Improvements	Minneapolis	Hennepin	\$1,000,000	\$1,250,000
51	Brooklyn Park	West Broadway Avenue Streetscape Improvements	Brooklyn Park	Hennepin	\$1,000,000	\$4,103,935

Safe Routes to School

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
52	Minneapolis	Near North Safe Routes to School	Minneapolis	Hennepin	\$1,000,000	\$1,250,000
53	St. Paul	Bruce Vento Elementary Safe Routes to School	St. Paul	Ramsey	\$842,528	\$1,053,160
54	Apple Valley	Greenleaf Elementary Galaxie Crossing	Apple Valley	Dakota	\$198,240	\$247,800
55	Bloomington	Bloomington 102nd Street SRTS Improvements	Bloomington	Hennepin	\$301,782	\$377,227

Unique Projects

#	Applicant	Project Name	City/Township	County	Fed Award	Total Cost
56	Met Council	Regional Model/Travel Behavior Inventory	St. Paul, Minneapolis	Ramsey, Hennepin	\$585,000	\$1,755,000
57	St Paul	Carsharing/Electric Vehicle Charging Stations	All	All	\$4,000,000	\$10,667,000

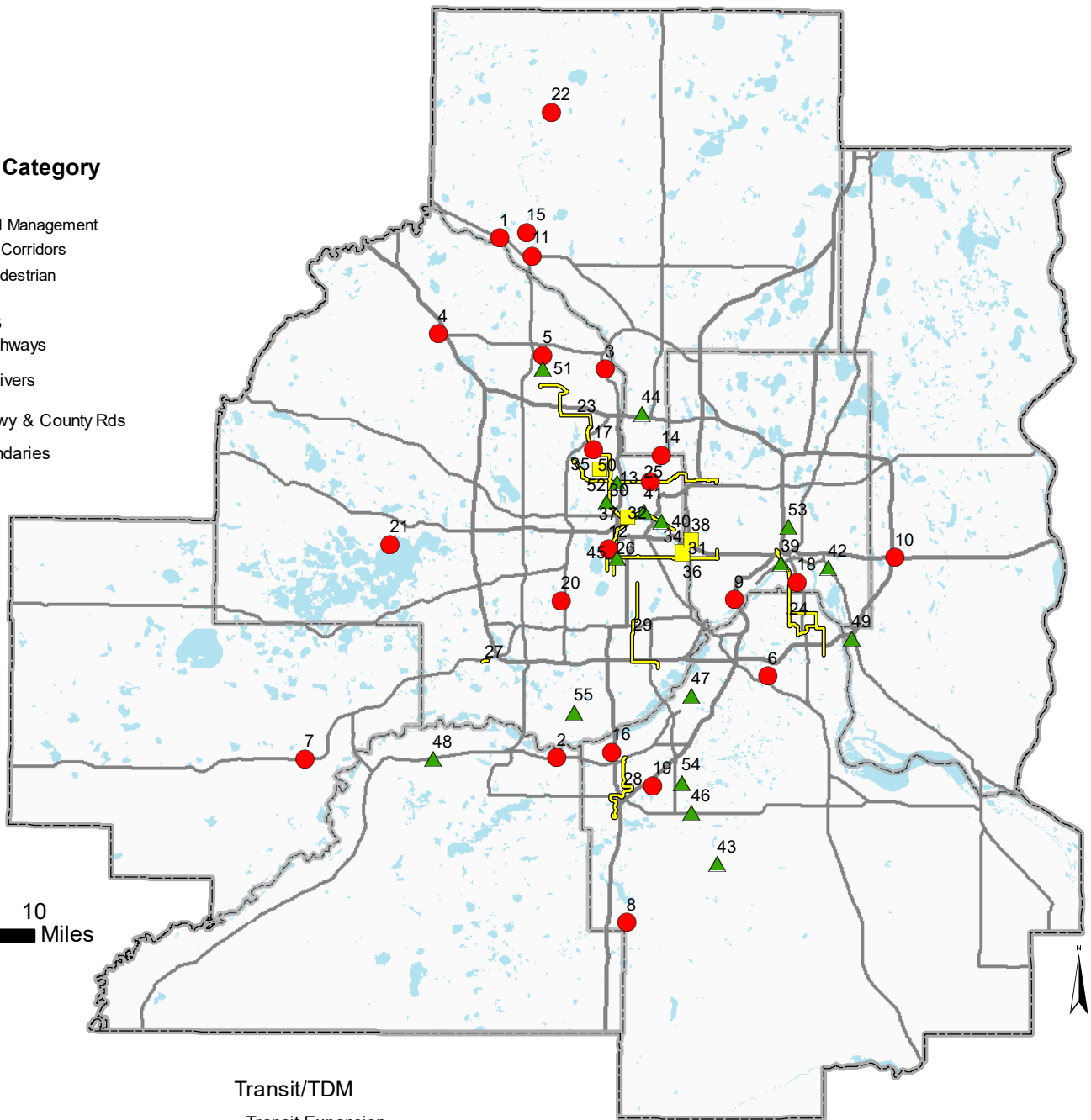
2018 Regional Solicitation Approved Projects by the Transportation Advisory Board (TAB) 1/16/2019

Modal Funding Category

- Roadways
- Travel Demand Management
- Transit Project Corridors
- ▲ Bicycle and Pedestrian

Reference Items

- Interstate Highways
- Lakes and Rivers
- State, US Hwy & County Rds
- County Boundaries



Roadways

Roadway Expansion

- 1 Highway 10 and Thurston Ave Improvements
- 2 Highway 13 and Dakota Ave Freight Access Project
- 3 85th Avenue Roadway Expansion Project
- 4 County Road 610/I-94 Interchange
- 5 West Broadway Avenue Roadway Expansion
- 6 Lone Oak Road/70th Street West Expansion
- 7 Highway 212 Expansion from Cologne to Carver
- 8 County Road 70 Expansion
- 9 Lexington Parkway Connection
- 10 Helmo/Bielenberg Bridge

Roadway Reconstruction/Modernization

- 11 Highway 169/47/10 Interchange Reconstruction
- 12 Hennepin Ave Reconstruction
- 13 Lowry Ave NE Reconstruction
- 14 37th Ave NE Reconstruction
- 15 Bunker Lake Blvd and Ferry St Intersection
- 16 Cliff Road at I-35W South Ramps Improvement Project
- 17 Osseo Road Reconstruction

Roadway System Management

- 18 West Side Signalized Intersection Control Enhancements
- 19 County Road 38 Roadway System Management

Bridges

- 20 Vernon Ave Bridge
- 21 Shoreline Dr Bridge
- 22 Viking Boulevard Bridge

Transit/TDM

Transit Expansion

- 23 Route 724 Transit Service Expansion
- 24 Route 68 Transit Service Expansion
- 25 Route 32 Transit Service Expansion
- 26 Route 4 Transit Service Expansion
- 27 SouthWest Transit Mobility Hub at SouthWest Station
- 28 Orange Line Connector Bus Service

Transit Modernization

- 29 Chicago-Portland Avenue Corridor Bus Stop Modernization
- 30 Emerson and Fremont Avenue Bus Stop Modernization
- 31 Lake Street-Marshall Avenue Corridor Bus Stop Modernization
- 32 Route 6 Corridor Bus and Stop Modernization

Travel Demand Management

- 33 Transportation Management Organizations Funding
- 34 Closed Network Carshare in Minneapolis and St. Paul
- 35 Travel Demand Management Cultural Ambassadors
- 36 Shared Mobility Integration for the Metro Transit Mobile App
- 37 Parking FlexPass at ABC Ramps
- 38 Transforming Renters' Transportation Choices, Green Line

Unique Projects

- 56 Regional Mode/Travel Behavior Inventory
- 57 Carsharing/Electric Vehicle Charging Stations

Bicycle/Pedestrian

Multi-use Trails & Bicycle Facilities

- 39 Kellogg Boulevard Capital City Bikeway Phase I
- 40 University Ave and 4th St SE Protected Bikeways in Mpls
- 41 Hennepin Ave and 1st Ave NE Bicycle & Ped Facilities
- 42 Fish Hatchery Trail Stabilization and Reconstruction
- 43 North Creek Greenway in Lakeville and Farmington
- 44 Fridley 7th Street and 57th Ave Trail Connections
- 45 Midtown Greenway Accessible Connections in Mpls
- 46 County Road 42 Multiuse Trail and Crossing
- 47 Minnesota River Greenway in Eagan
- 48 County Road 17 Bicycle and Ped Bridge over Hwy 169
- 49 County Road 38 Multi-Use Trail in Newport

Pedestrian Facilities

- 50 Lyndale Avenue North Pedestrian Safety Improvements
- 51 West Broadway Avenue Streetscape Improvements

Safe Routes to School

- 52 Near North Safe Routes to School
- 53 Bruce Vento Elementary Safe Routes to School
- 54 Greenleaf Elementary Galaxie Crossing
- 55 Bloomington 102nd Street SRTS Improvements



Highway 10 and Thurston Avenue Interchange



Applicant, Location, &

Route: City of Anoka in Anoka County for Hwy 10 and Thurston Avenue



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Requested Award Amount: \$7,000,000
Local Match: \$2,000,000
Project Total: \$30,782,800.00



Additional Funding Sources:

- Anoka County
- MnDOT
- MN Transportation Economic Development Program
- MnDOT Highway Freight Program

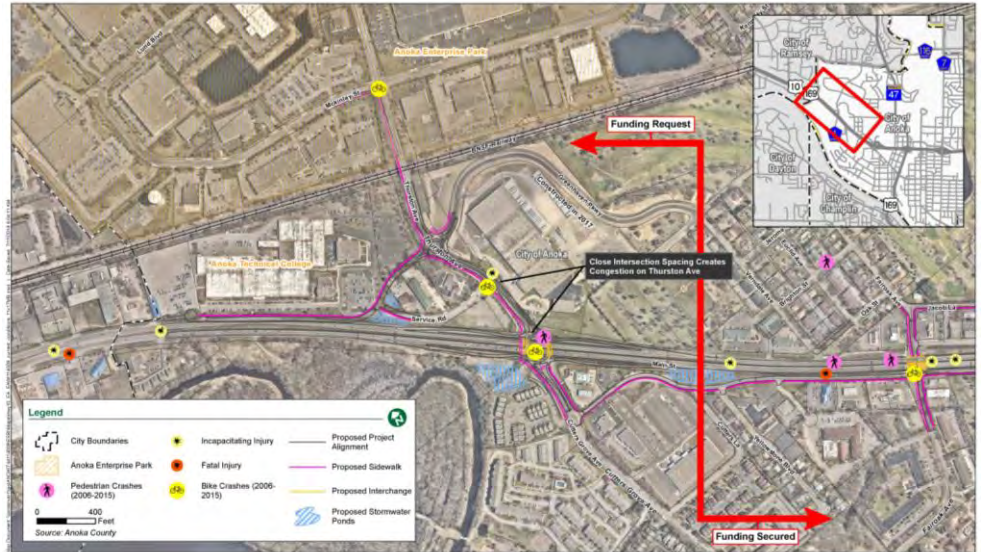


Project Benefits:

- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential
- Improves intersection spacing and capacity
- Improves connections to regional destinations

Project Description

This project will remove the traffic signal at Hwy 10 and Thurston Ave and replace it with a grade-separated, full-access, roundabout interchange. The four-way stop on Thurston to the north of Hwy 10 will be moved approximately 500' to the north and also replaced with a roundabout.



Existing Delays on Thurston Ave north of Hwy 10 traffic signal inhibit movement of goods from over 70 businesses

Project Benefits

The project will address heavy traffic volumes, severe back-ups, and traffic delays that now negatively impact accessibility and safety for pedestrians and bicyclists as well as vehicle traffic. Improvements will address capacity, reliability, safety, local connectivity, and walkability along Hwy 10 and Thurston Ave. The new interchange will support Hwy 10 and Thurston Ave's role in the regional transportation network and economy.

Other Information

In January 2017, the Metropolitan Council awarded \$7M of Regional Solicitation federal funding for improvements to Hwy 10/169 at Fair Oak Ave. This application is for improvements just to the west of Fair Oak Ave on Hwy 10 at Thurston Ave. This project, as submitted, is consistent with the Highway 10 Access Planning Study and all subsequent planning efforts. This will provide funding for the Thurston Ave segment; other segments have been funded. As implemented, the project will address safety and congestion issues while yielding a strong return on investment.

One Page Summary

Project Name: TH 13 and Dakota Avenue Freight Access and Mobility Project

Applicant: Scott County

Project Location: City of Savage

Route: From 0.5 miles N OF MN901B /MN 13 TO Quentin Avenue

Requested Award Amount: \$5,750,000

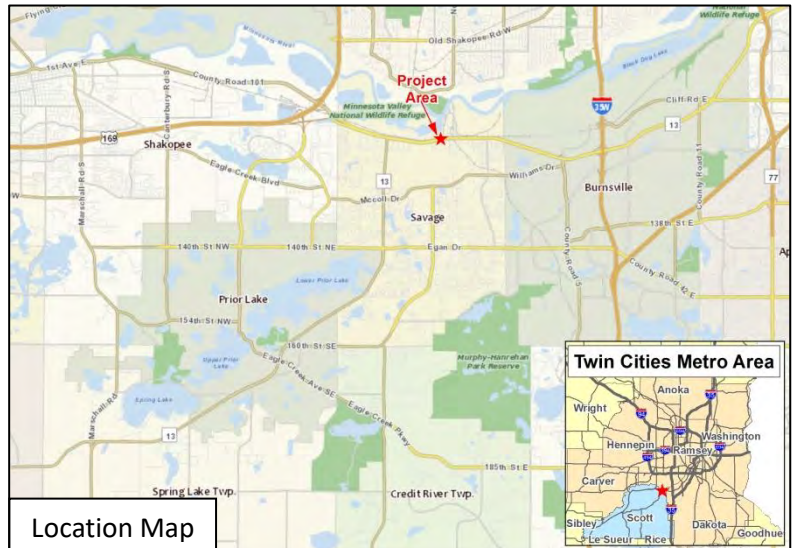
Total Project Cost: \$25,940,000

Project Description: The proposed TH 13 Port Access and Mobility Project includes the construction of a grade separation, frontage roads, and accompanying access ramps at the intersection of Minnesota State Trunk Highway 13 and Dakota Avenue (referred to as TH 13/Dakota Avenue). TH 13/Dakota Avenue is currently an at-grade unsignalized intersection. The project will provide a supporting road network that removes direct access to TH 13 and offers alternate routes and safer access to TH 13 for truck traffic

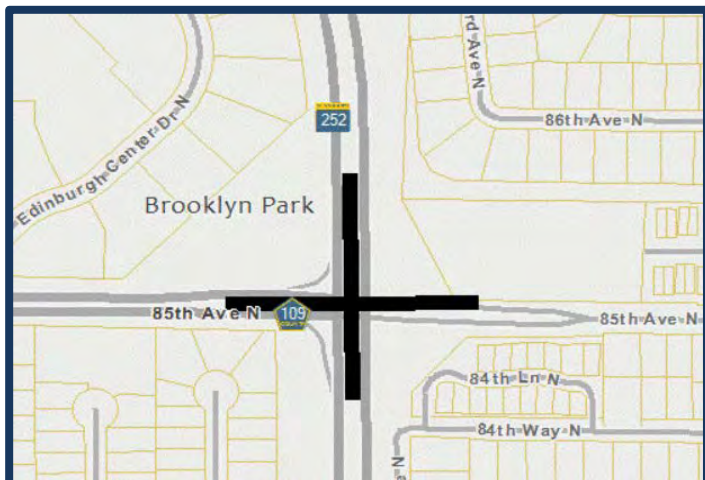
generated from the adjacent Ports of Savage and industrial uses. The supporting road network and the underpass connecting Dakota Avenue will facilitate movement across TH 13 and allow for right-in right-out access through the use of access ramps on to TH 13 at Yosemite Avenue.

This project is located in the city of Savage along TH 13 (Principal Arterial) and provides direct access to the Ports of Savage. The Ports of Savage consists of five separate private ports off the Minnesota River and two rail corridors served by three railroad companies. Over three million tons of material was shipped through the Ports of Savage in 2016 from major operators. Since 2000, the Ports have moved as much as five million tons of products per year. Operators have indicated that they are operating at under fifty percent capacity and congestion and delay on TH 13 is a significant factor in the level of commodities moving into and out of the Ports. Today the Port is accessed via the at-grade intersections of Dakota, Yosemite, and Lynn Avenues along TH 13. This project will directly serve three private ports.

Project Benefits: Reduced intersection conflicts (left turns) with grain trucks and other large commercial vehicles ([Link](#)). Acceleration lanes for commercial vehicles. Improved corridor mobility. Improve access to the three Ports of Savage businesses which serves as a major intermodal hub for agricultural products in Minnesota. Remove grain trucks from stacking up and waiting on TH13 to gain access to the Port facilities.



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 109 (85th Ave) Expansion Project
Roadway:	CSAH 109 (85th Ave)
Project Termini:	At TH 252
Project Location:	City of Brooklyn Park

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$7,000,000
Total Project Cost:	\$26,307,000

Project Information

The proposed project will convert the existing at-grade intersection to an interchange to improve safety and mobility along the TH 252 between I-694 and TH 610. The existing intersection experiences routine congestion and high crash rates (especially those resulting in injuries).

Brooklyn Center, Brooklyn Park, Hennepin County, and MnDOT have been working towards identifying improvements along the TH 252. This project addresses one of the six existing at-grade intersections along the corridor. Recently, Corridors of Commerce funding was awarded for mobility and safety improvements along TH 252, and this application seeks to further minimize local costs for the project.

Project Benefits

The proposed interchange will provide significant safety and mobility benefits along the TH 252 corridor. Elimination of an at-grade intersection will offer more reliable travel times and allow TH 252 to better accommodate changes in traffic volumes (typically caused by poor weather or crash events). Furthermore, the interchange will eliminate unnecessary stops for through vehicles along TH 252, providing a significant reduction in crashes (especially rear-end crashes resulting in injuries).

Additionally, the project will include off-road facilities for non-motorized users that provides a more direct connection across TH 252 when compared to the nearby bridge that requires a longer travelling path.

2018 Metropolitan Council Regional Solicitation CSAH 610 Expansion – Project Summary



Project Name: CSAH 610 Expansion

Location Map:

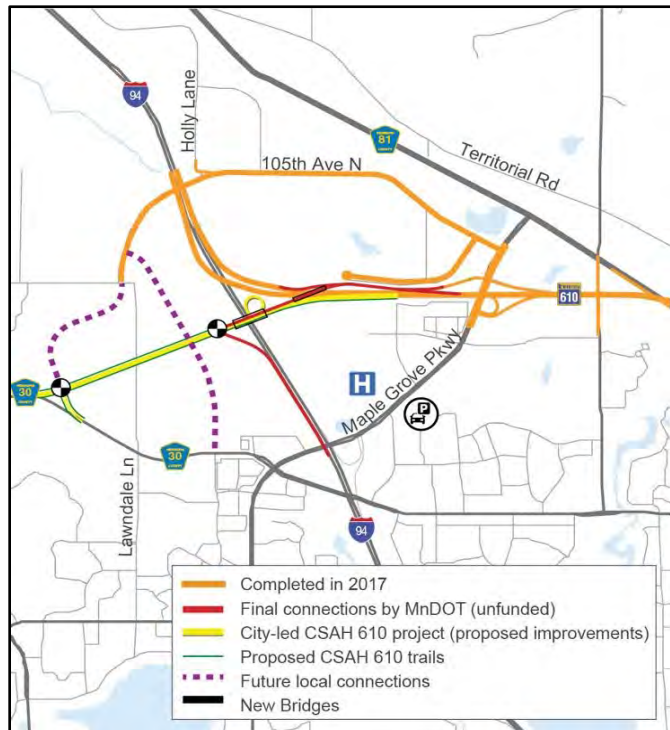
Applicant: City of Maple Grove

Contact: John Hagen, PE, PTOE,
Transportation Operations Engineer

Email/Phone: jhagen@maplegrovern.gov
(763) 494-6364

Project Details:

- Total Project Cost = \$20,477,000
- Requested Award Amount = \$7,000,000
- Construction Dates: Begin by June 2020
- Consistent with local & regional plans
- Preliminary plans completed
- State environmental documents completed
- Technical analysis complete for interstate access (update required)
- Right of way needs identified & ready for acquisition



Project Description:

The CSAH 610 project includes construction of a new four-lane divided A-Minor Arterial Expander roadway between CSAH 30 and TH 610. The project will complete the missing roadway movements in the I-94 interchange area, including a westbound I-94 to westbound CSAH 610 loop and an I-94 bridge on CSAH 610 connecting CSAH 30 to TH 610. CSAH 30 will be realigned to form a new signalized intersection with CSAH 610, and a traffic signal will be installed at the proposed CSAH 610/Eastbound I-94 on-ramp intersection. The project will also construct a multiuse trail along the south side of CSAH 610 that will connect to existing multiuse trails on CSAH 30 and Maple Grove Parkway and provide a safe, convenient, and grade-separated pedestrian and bicycle crossing of I-94. The project is the next phase of the MnDOT TH 610 project that was recently constructed with Corridors of Commerce funding and is one of the few remaining **A-Minor Arterial Expander roadways in the Met Council's 2040 Transportation Policy Plan that are planned, but not constructed.**

Project Benefits:

- Improvements in regional accessibility and mobility by relieving congestion and travel delays on CSAH 30 and Maple Grove Parkway will promote growth and increase business demand, freight operations, and employment opportunities in the surrounding corridor.
- Reduction of existing traffic volumes on CSAH 30 and Maple Grove Parkway will provide the needed capacity for improving transit services and increasing access and mobility to nearby schools, employment centers, healthcare facilities, commercial areas, and the Blue Line LRT.
- Provides an additional pedestrian and bicycle route and serves as a connection between CSAH 30 and the Medicine Lake Regional Trail and will provide the missing RBTN connection between existing RBTN Corridors and Alignments west and east of I-94 making it easier and safer for Maple Grove residents to cross I-94 connect to the regional bicycle system.
- Will fulfill regional plans for expansion, while supporting infrastructure investments that are currently being made by MnDOT in the area.

Project Summary

Project Name – West Broadway Avenue (CSAH 103) Roadway Expansion

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 85th Avenue to 93rd Avenue in the City of Brooklyn Park, Hennepin County

Total Project Cost – \$ 13,965,399.00

Requested Federal Dollars - \$7,000,000

Before Photo –

WEST BROADWAY AVENUE (LOOKING NORTH)



Google Street View

Project Description – West Broadway Avenue (County State Aid Highway 103) is primarily a rural, two-lane undivided, 60-year-old roadway classified as an A-Minor Expander (from 85th Avenue to 93rd Avenue) and an A-Minor Reliever (from 93rd Avenue to Trunk Highway (TH) 610) located in Hennepin County. The West Broadway Reconstruction project is directly related to the Bottineau Light Rail Transitway (BLRT) Project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The proposed roadway improvements will widen West Broadway Avenue from a two-lane roadway to a four-lane roadway with turn lanes, upgrade traffic signals and lighting, and provide multi-use trails along both sides of West Broadway Avenue including ADA improvements and count down timers. The proposed project will also perform the grading for the future BLRT project.

Project Benefits – The proposed West Broadway Avenue Expansion project will provide the following benefits:

- Provide final grading throughout the project limits for the future track of the BLRT Project.
- Relocate all overhead electric assets to underground.
- Enhance safety and mobility for all users.
- Address aged pavement conditions
- Underserved residents will benefit from better access to the area’s jobs and improved transit facilities/routes.

Project Overview

Dakota County, in cooperation with the Cities of Egan and Inver Grove Heights is reconstructing County State Aid Highway (CSAH) 26 from Trunk Highway (TH) in the City of Egan to TH 3 in Inver Grove Heights. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes.

Work on the project is anticipated to include:

- Expanding the highway from a rural 2-lane with minimal shoulders to a 4-lane divided roadway
- Shifting the CSAH 26 & 63 intersection and realigning CSAH 63
- Constructing turn lanes at public road intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor

Project Benefits

The expansion of CSAH 26 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a residential and business area that continues to grow
- Reduce delays and increase safety along the corridor
- Address various drainage issues that exist
- Install multi-use trails along both CSAH 26 & 63

Project Funding

- Based on updated CSAH 26 Costs (to be included in Dakota County 2019-2023 Capital Improvements Program)
 - Estimated Costs
 - Design = \$1,700,000
 - Right of Way = \$15,160,000
 - Construction = \$16,840,000
 - Total Project Cost = \$33,700,000*
- *Dakota County is requesting \$7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

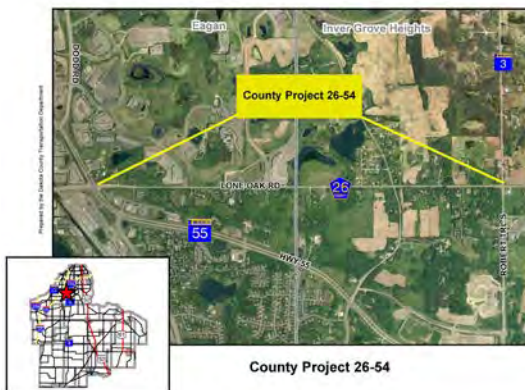
- Design –2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
Jenna Fabish, Dakota County Project Manager
952-891-7984
jenna.fabish@co.dakota.mn.us

John Gorder, City of Egan Engineer
651-675-5645
JGorder@cityofegan.com

Scott Thureen, City of Inver Grove Heights Public Work Director
651-450-2571
sthureen@invergroveheights.org





Carver County

US 212 Expansion from Cologne to Carver



Project Information

Project Location:
Dahlgren Township, Carver County; between the City of Cologne (CSAH 36) & the City of Carver (CSAH 11)

Federal Funding Request:
\$7,000,000

Total Project Construction Cost:
\$39,340,000

Project Benefits

Mobility

- Expand rural, undivided 2-lane highway to divided 4-lane expressway
- Fix congestion & freight bottleneck

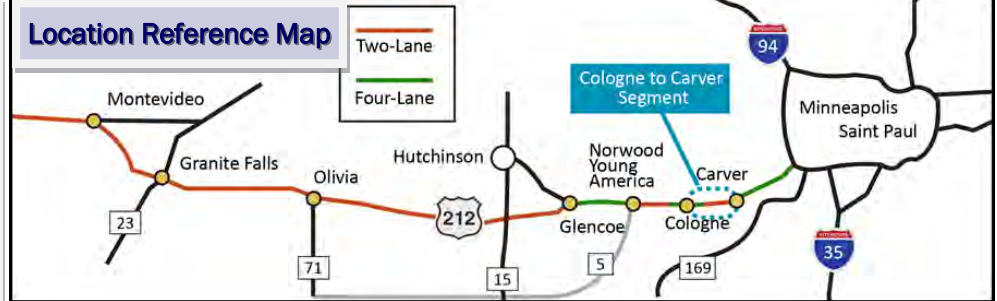
Modernization & Safety

- Upgrade original roadway constructed in 1930
- Implement Reduced Conflict Intersections & access management
- Widen shoulders
- Median installation
- Snow fence implementation

Existing Conditions Pictures



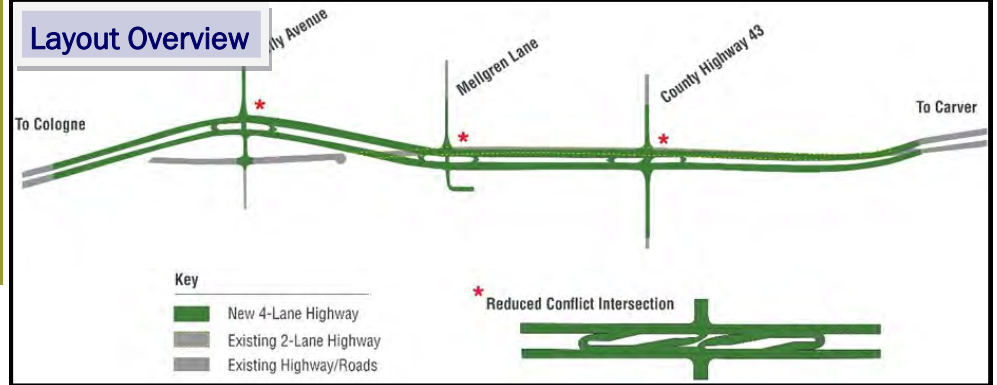
Location Reference Map



Project Description

The US 212 Expansion project in Carver County between the cities of Cologne (CSAH 36) and Carver (CSAH 11) will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane divided expressway. The project will address safety issues through the implementation of Reduced Conflict Intersections, median, and wider shoulders. Portions of the existing highway will be utilized where possible to reduce project costs and minimize right of way acquisition. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Layout Overview



Regional Significance

US 212 is a vital corridor on the National Highway System (NHS), identified as a Critical Rural Freight Corridor, facilitating freight movements between rural Minnesota, South Dakota, Wyoming, and Montana. US 212 accommodates a high volume of heavy commercial vehicles at approximately 16 percent. Freight trucking in western Minnesota accounts for 67 percent of all outbound freight and 93 percent of all inbound movements. Implementing this project can help reduce heavy commercial vehicle operational costs by over 15 percent. In addition, this roadway segment needs pavement improvements in order to maintain a state of good repair. US 212 from Cologne to Carver was originally constructed in 1930, with no expansion or reconstruction completed on the corridor since that time.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer | Phone: 952-466-5200
Carver County Public Works | 11360 Highway 212, Suite 1 | Cologne, MN 55532

Project Overview

Dakota County, in cooperation with the City of Lakeville is reconstructing County State Aid Highway (CSAH) 70 from Kensington Boulevard/Kenrick Avenue to Cedar Avenue in the City of Lakeville. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes (including truck traffic).

Work on the project is anticipated to include:

- Expanding the highway from a 3-lane to a 4-lane divided roadway
- Constructing turn lanes at major intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor
- Reconstructing signals to accommodate the additional lanes

Project Benefits

The expansion of CSAH 70 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a major truck and business area that continues to grow
- Reduce delays along the corridor
- Address various drainage issues that exist

Project Funding

- Based on Dakota County 2018-2022 Capital Improvements Program
 - Estimated Costs
 - Design = \$1,750,000
 - Right of Way = \$2,250,000
 - Construction = \$17,500,000
 - Total Project Cost = \$21,500,000*
- *Dakota County is requesting \$7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

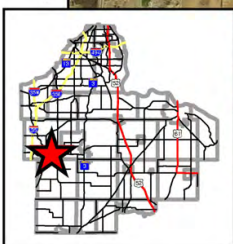
- Design – 2018-2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
 - Aaron Warford, Bolton & Menk
952-890-0509
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 - Zach Johnson, City of Lakeville Engineer
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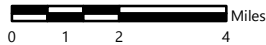
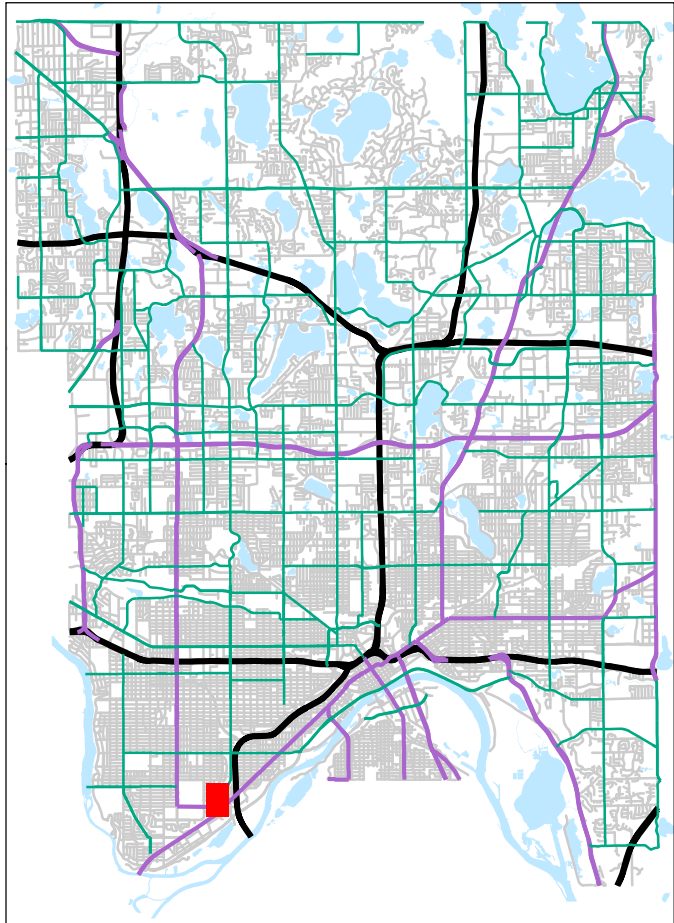


**County Project 70-23
from Kensington Blvd.
to Cedar Ave.**



Lexington Parkway Extension between Shepard Rd & W 7th St

Map Produced 6/14/2018 by Ramsey County Public Works



- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location



Project Summary – Roadway Expansion Category

Project Name: Helmo/Bielenberg Bridge

Applicant: Washington County

Route: new Bridge over I-94 from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury

Cities Where Project Is Located: City of Oakdale, City of Woodbury

Requested Award Amount: \$4,400,000

Total Project Cost: \$5,500,000

Project Description:

The proposed project is a new bridge connection across Interstate 94 (I-94) from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury that includes two to three lanes for high volume general purpose traffic and a ten-foot pedestrian and bicycle lane with buffer. The bridge as a whole also includes two dedicated Bus Rapid Transit (BRT) lanes to be constructed and funded through the METRO Gold Line Bus Rapid Transit (BRT) project. The roadway, bike and pedestrian lanes proposed in this application are not funded by Gold Line.

The new bridge relieves one of the most congested intersections in Washington County, CSAH 13 (Radio Drive/Inwood Avenue), in the heart of Oakdale and Woodbury commercial districts. Relieving congestion on CSAH 13 benefits commuters, freight haulers, transit and express service users by reducing delay at the intersection of the I-94 south ramps and CSAH 13. A reduction in congestion also means a reduction in air pollution from idling exhaust, a result of congestion.

The bridge design was created in close collaboration with the Gold Line Project and MnDOT to ensure it complements the bus rapid transit lanes and does not preclude potential future installation of a southbound I-694 to eastbound I-94 interchange.

A pedestrian and bicycle lane will connect existing trails to the north and south of I-94, closing a critical bike and pedestrian gap created by the interstate. In addition, Bus Rapid Transit Oriented Development (BRTOD) plans have identified Gold Line corridor-wide walk and bike access routes that in general follow the Gold Line alignment between Woodbury and Saint Paul. The Helmo/Bielenberg Bridge connection is a crucial component linking the rest of the corridor-wide trail with major destination centers in Woodbury.

The roadway, pedestrian and bicycle connections provided by the new bridge were identified in the 2030 Oakdale and Woodbury Comprehensive Plans, and building these connections in conjunction with Gold Line BRT, a major east metro transportation investment, creates efficiencies and cost savings for the region.

Continued and coordinated transportation investments in a congested and rapidly growing corridor benefits the east metro as a whole, and better situates the cities of Oakdale and Woodbury to meet their planning goals in 2040 and beyond.



Applicant, Location, &

Route: MnDOT applying for funds to modify the interchange at TH 169/TH 47 & TH 10 in the City of Anoka



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Requested Award Amt: \$7,000,000
Local Match: \$20,100,000
Project Total: \$27,100,000



Project Benefits:

- Integrates and extends existing and planned infrastructure
- Improves intersection capacity
- Supports regional commerce through efficient freight movement
- Reduces conflict points and crash potential
- Improves connections to regional destinations
- Promotes non-motorized transportation to areas that provide jobs and services

TH 169/TH 47 and TH 10 Interchange Modification Project

Project Background

Exit ramps at the TH 169/TH 47/Ferry St and TH 10 interchange are too short to accommodate the maximum queue lengths experienced during morning and afternoon peak hours. Queues frequently extend onto the TH 10 mainline, blocking the lane for through traffic. Left turning traffic at the EB ramp of TH 47 and TH 10 operates at LOS F during the morning peak hour. This interchange underserves traffic demands during peak travel hours which pushes nearly 1,000 vehicles per peak periods onto other routes.

Between 2013 and 2015, there were 68 crashes at the EB TH 10 ramp and TH 47 intersection. Over half of these were rear-end crashes and the majority involved NB vehicles. The crash index at this location is 1.61. Compared to similar intersections statewide, this intersection operates outside the normal range. The crash rate is 2.4 times higher than the statewide average for similar intersections.

Trunk Highways 169 and 10 are both Principal Arterials and TH 47 is an A-Minor Connector. All roads are identified as tiered freight corridors in the Metropolitan Council’s Regional Truck Freight Highway Corridor Study (2017). TH 10 is a Tier One corridor, TH 169 is Tier Two, and TH 47 is Tier Three.



Project Description & Benefits

The proposed interchange project will replace the existing diamond interchange with a single point urban interchange (SPUI). This new interchange will enhance traffic operations, increase capacity, and improve roadway safety. The project will improve overall access to this part of Anoka, including the downtown, located less than ½ mile south of the interchange and the City’s Northstar Transit Station. The project will also update existing non-motorized transportation facilities by upgrading the existing sidewalk along TH 169/TH 47.

This project is the result of MnDOT’s TH 169/TH 47/Ferry St and TH 10 Interchange Improvements Study, the results of which will be published in summer 2018.

Hennepin Ave - Douglas Ave to W Lake St

Roadway Reconstruction/Modernization and Spot Mobility

City of Minneapolis

Estimated Project Total: \$17.4 M

Requested Amount \$7 M

The reconstruction of Hennepin Ave presents an opportunity to modernize a major corridor in the heart of the Twin Cities. The stretch connecting Douglas Ave near Downtown to W Lake St in Uptown was built over 60 years ago and is in need of full reconstruction. In addition to infrastructure deficiencies, the corridor suffers from congestion, crash rates far exceeding the critical and average crash rates, and inadequate pedestrian, bicycle and transit facilities.

Despite current roadway conditions, Hennepin Ave is heavily used by all modes, with particularly high pedestrian and transit usage. It is the “main street” of a major tourist destination with shopping, dining, entertainment, and access to the Chain of Lakes. With planned development in this high density residential area and the future E and B line rapid bus routes, the Hennepin Ave corridor will likely see substantial increases to the already high daily usage rates. The enhanced service will bring reliable and efficient transit service between Uptown, a Metropolitan Council identified Job Concentration Center, and Areas of Concentrated Poverty with greater than 50% residents of color.



Daily Usage by Mode



3,400



280



6,600



31,500

Source: Minneapolis Public Works (2017-18); Metro Transit (2017)

While the project will meet requirements with respect to flow, operation, level of service and access management, it will include improvements to pedestrian, bicycle and transit facilities making them more convenient and inviting travel options, thereby increasing corridor throughput. To meet the needs of the diverse and growing community, the Hennepin Avenue right-of-way will be redistributed to align with the City’s Complete Streets Policy. The project will prioritize people walking, the most vulnerable travelers, through expanded sidewalks exceeding today’s widths and meeting guidance from the Minneapolis Street Design Guidelines. Not only will the project add more space for pedestrians requiring assistance to navigate the corridor and provide more space for transit users, it will upgrade all intersections with ADA improvements and shorten the crosswalks with curb extensions on most cross streets.



The project will include provisions for intersecting bicycle routes through intersection delineation, markings and include space for racks and bike share. The ability to include bicycle facilities on a portion of the corridor or a parallel route is also being analyzed to connect facilities between Lake Street, the Midtown Greenway and the protected bikeways at 26th/28th Street.

Person throughput for this vibrant commercial corridor will also be increased through the inclusion of peak period dedicated transit space along the corridor. Layouts analyzed to date include

four general traffic lanes with segments of dedicated curbside space during peak periods to operate transit, including rapid bus which will bring amenities and faster more reliable service to the corridor attracting more transit users. This Roadway Modernization project complements the separate Transit Modernization effort led by Metro Transit to upgrade future E Line stations, amenities and buses. While both projects have independent utility and benefits, both agencies are committed to coordinating project efforts to ensure synchronized construction timelines resulting in less disruption and lower costs as well as the best possible multimodal solution. In example, in spring of 2018 the City and Metro Transit partnered to conduct a pilot of bus-only lanes on Hennepin Avenue which will inform the design. Preliminary results showed improvements to both transit and vehicular traffic flow during peak travel times.

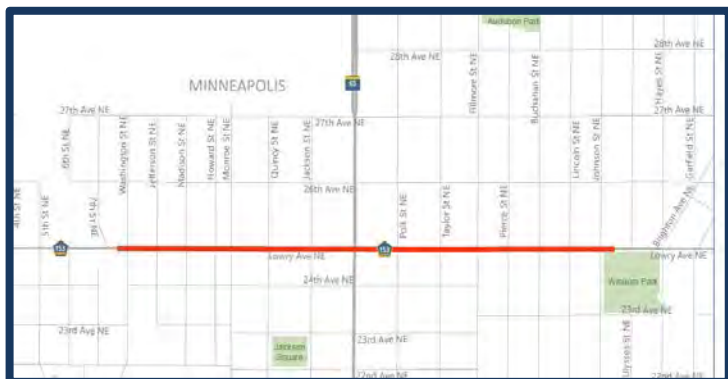
Project Benefits

- Preservation and modernization of existing infrastructure
- Opportunity to apply the City’s Complete Streets Policy to prioritize the most vulnerable users
- Improved user safety to support the City’s commitment to Vision Zero
- Increased transit efficiency and reliability to move the most people through the corridor
- Expanded access to economic opportunity for low-income communities and communities of color through more reliable and efficient transit service to a Job Concentration Center
- Improved access to active transportation and recreation opportunities, benefiting physical and mental health
- Completion of one of the final segments of Hennepin Avenue within the City’s jurisdiction

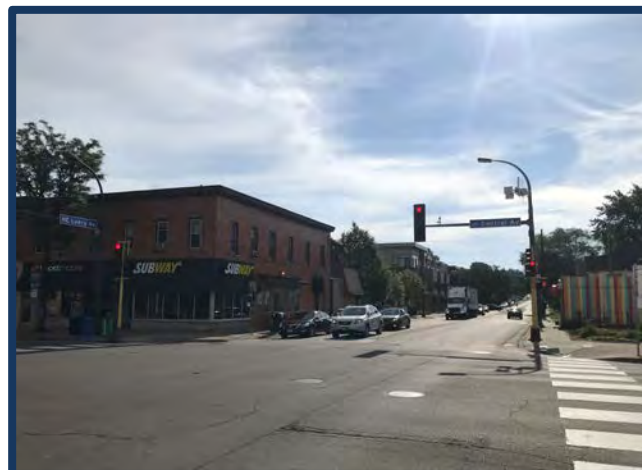
**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name: CSAH 153 (Lowry Ave NE) Reconstruction Project
Roadway: CSAH 153 (Lowry Ave NE)
Project Termini: From Washington St NE to Johnson St NE
Project Location: City of Minneapolis

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$7,000,000
Total Project Cost: \$10,490,000

Project Information

The proposed project will reconstruct CSAH 153 (Lowry Ave NE) to extend the service life of the roadway. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. It is anticipated that the existing roadway configurations (four-lane on the west end and two-lane with on-street parking on the east end) will be modified to improve safety and mobility along the corridor. Specific safety improvements will be included; such as the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, providing traffic calming elements to minimize pedestrian exposure to vehicles, and enhancing the pedestrian environment by providing a boulevard.

Project Benefits

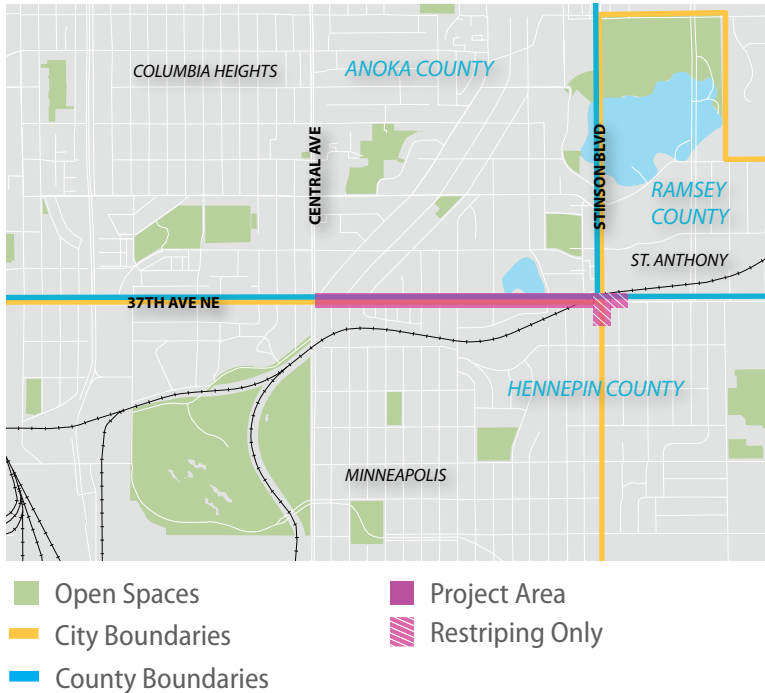
The existing CSAH 153 (Lowry Ave NE) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

37th Avenue NE Reconstruction Project



Project map:



Project area existing conditions:



37th Avenue NE looking west, just west of intersection with Stinson Boulevard

Prepared by:



Applicant:

City of Minneapolis and City of Columbia Heights

Route:

37th Avenue NE from Central Avenue to Stinson Boulevard NE

Cities where project is located:

Minneapolis, Columbia Heights, and St. Anthony

Counties where project is located:

Hennepin and Anoka

Requested award amount:

\$7,000,000

Total TAB eligible project cost:

\$8,830,000

Project description:

The proposed project will reconstruct 37th Avenue NE from Central Avenue to Stinson Boulevard using a freight-focused complete streets design. 37th Avenue NE is a critical first/last mile connection to industrial and commercial freight-generating businesses in Minneapolis and Columbia Heights, but there are many aspects of the existing design that make it difficult for trucks to operate safely and reliably in the area. These safety issues are addressed directly by this project through the addition of left-turn lanes, new sidewalks, bicycle facilities, and the removal of on-street parking. The project will also restripe the northbound and westbound approaches to the 37th Avenue NE/Stinson Boulevard intersection to provide dedicated left-turn lanes.

Project benefits:

- Improves safety for all users of 37th Avenue NE
- Connects two employment centers and two Tier 2 truck corridors
- Provides substantial investment and transportation benefit in a community that includes senior housing and is above the regional average for population in poverty or population of color



CSAH 116/Bunker Lk Blvd & MN 47/Ferry St Intersection Improvements



Applicant, Location, &

Route: Anoka County is applying for funds for CSAH 116 & MN 47 in the Cities of Ramsey & Anoka



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Award Requested:
\$1,868,000
Local Match: \$467,000, Anoka County
Project Total: \$2,335,000



Project Benefits:

- Improves connections to regional destinations
- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential

Project Description


The proposed improvements, including the addition of left-turn lanes - to the CSAH 116 and MN 47 intersection will increase capacity by better accommodating all traffic, and left-turns in particular. The project will also widen a bridge on CSAH 116 that crosses an oxbow of the Rum River, to the east of MN 47. The widened bridge will to accommodate a turning lane on westbound CSAH 116 for vehicles turning north onto MN 47/Ferry Street.

Non-motorized accommodations in the project area are currently discontinuous and do not connect to land uses that typically generate pedestrian or bicycle traffic. The project includes constructing a portion of trail along Bunker Lake Blvd that will close an existing gap. This trail will be part of the Central Anoka Regional Trail alignment, which is identified as a gap in Anoka County’s trail network as documented in the County’s draft 2040 Transportation Plan.





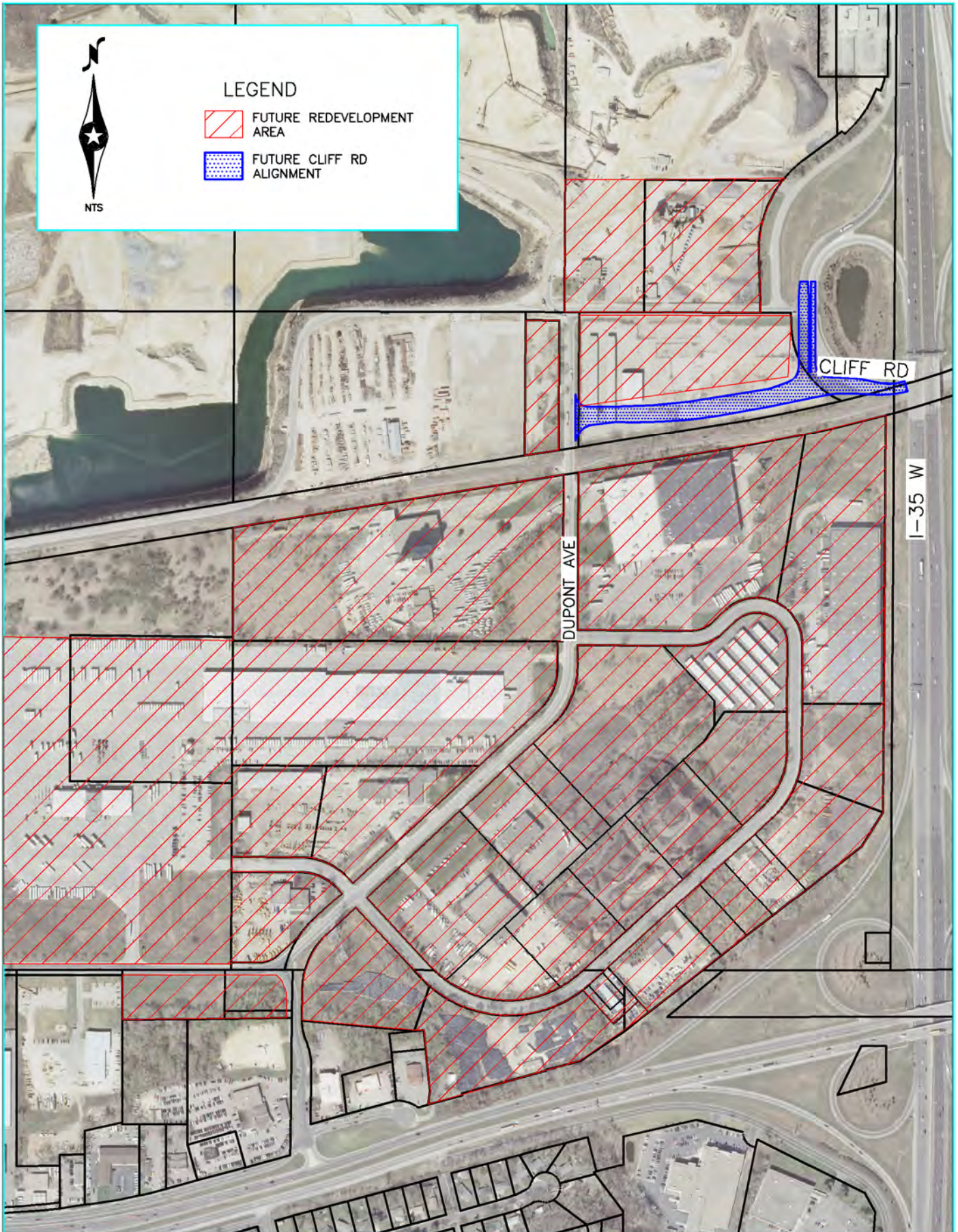
Project Benefits

New left turn lanes will better accommodate left turn movements from MN 47 onto CSAH 116 and will reduce queuing in thru lanes due to left turning vehicles. Lengthening of turn lanes will also reduce queues lengths on both roadways, by removing vehicles waiting to turn from thru-lanes. The new and improved sidewalk and trail accommodations will improve access to Rivers’ Bend Park in the City of Ramsey and the entire County’s regional trail network.



LEGEND

-  FUTURE REDEVELOPMENT AREA
-  FUTURE CLIFF RD ALIGNMENT



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF BURNSVILLE, MINNESOTA
CLIFF ROAD / I-35 W SOUTH INTERSECTION IMPROVEMENTS
POTENTIAL REDEVELOPMENT AREA

**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name: CSAH 152 (Osseo Rd) Reconstruction Project
Roadway: CSAH 152 (Osseo Rd)
Project Termini: From CSAH 2 (Penn Ave) to 49th Ave
Project Location: City of Minneapolis

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$6,120,000
Total Project Cost: \$7,650,000

Project Information

The proposed project will reconstruct CSAH 152 (Osseo Rd) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The project includes numerous safety improvements, including the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, enhancing of pedestrian crossings to minimize exposure to vehicles, and filling of sidewalk gaps to provide continuous off-street pedestrian facilities.

Project Benefits

The existing CSAH 152 (Osseo Rd) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

WEST SIDE TRAFFIC SIGNAL CONTROL ENHANCEMENTS

PROJECT ELEMENTS AND BENEFITS

The West Side Traffic Signal Control Enhancements Project would reconstruct and modify traffic signals, install fiber-optic interconnect, and install traffic cameras in the City of Saint Paul's West Side. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of the two traffic signals on Concord St. (TH 156) at the junction with US 52.
 - Built in the 1970s, these two signals are consistent maintenance issues, and require significant staff time to maintain operation.
 - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, flashing yellow arrows, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Installation of fiber-optic interconnect to multiple signals along Robert St. (TH 952 A), Smith Ave. (TH 149), Plato Blvd. (CSAH 40), Cesar Chavez St. (MSAS 235) and Concord St, and upgrade of traffic signal controllers where needed.
 - Installation of interconnect will allow the City to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
 - Installation of fiber-optic interconnect will allow for the coordination of closely spaced signals along these corridors, reducing stops and delay while improving safety.
 - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Retrofitting flashing yellow arrows in place of existing protected/permissive signals at the intersections on Cesar Chavez St. at Robert St. and State St. (MSAS 201)/George St. (MSAS 139).
 - Flashing yellow arrows have been shown to reduce crash frequency at intersections.
 - The installation of flashing yellow arrows at the intersection of Cesar Chavez St., State St./George St. is expected to reduce confusion caused by unorthodox signal phasing.
- Installing audible pedestrian push buttons at the intersection of Cesar Chavez St., State St./George St.
 - The installation of audible push buttons will provide valuable wayfinding of a complex, five-legged intersection to the visually impaired.
- Installation of traffic cameras at multiple locations in the area.
 - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

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

PROJECT COST

Total project cost: \$1,832,000

Federal request amount: \$1,465,600

Project Overview

To provide a safe and efficient transportation system, Dakota County and the Cities of Burnsville and Apple Valley are proceeding with the County Road 38 Roadway System Management project. The project is fiber optic cable installation for traffic signal interconnection as well as signal equipment upgrades to improve traffic operations along CSAH 38 from CSAH 5 to CSAH 31. The project will enhance traffic management, improve traffic flow, reduce congestion and reduce vehicle emissions.

Work on the project is anticipated to include:

- Installation of fiber optic cable and equipment for traffic signal interconnection
- Fiber connection and/or other communication equipment installation at signals
- Traffic signal controller and/or cabinet replacement at signals
- Traffic signal revisions: installation of flashing yellow arrow left turn signal indications at signals
- Installation of Pan/Tilt/Zoom cameras for traffic monitoring

Project Benefits

The roadway system management project will provide several benefits to the corridor and the area. The proposed project will:

- Increase safety by reducing delay
- Maintain infrastructure in a state of good repair by updating traffic signal equipment
- Reduce congestion by increasing traffic throughput
- Improve corridor efficiency and reliability through traffic signal retiming
- Create environmental sustainability by reducing vehicle emissions

Project Schedule

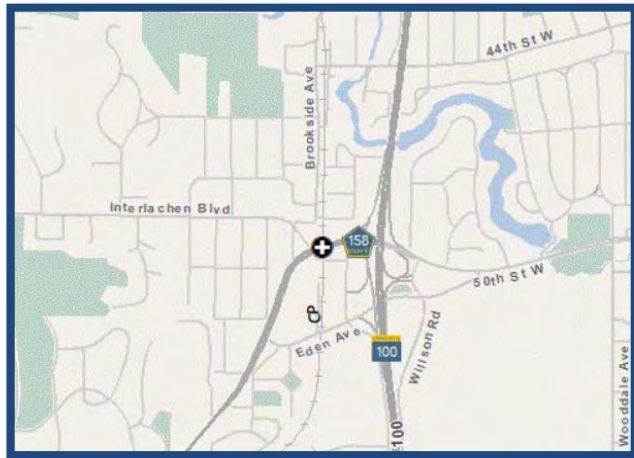
- Design: 2020 & 2021
- Right of Way Acquisition: Not Anticipated
- Construction: 2022

For More Information

- Contact:
Sarah Tracy, Dakota County Assistant Traffic Engineer
952.891.7177
sarah.tracy@co.dakota.mn.us



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 158 (Vernon Avenue) Bridge Replacement Project
Roadway:	CSAH 158 (Vernon Avenue)
Project Termini:	At Canadian Pacific Railroad
Project Location:	City of Edina

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$7,000,000
Total Project Cost:	\$9,150,000

Project Information

The proposed project will replace the existing Vernon Avenue Bridge (#4510) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

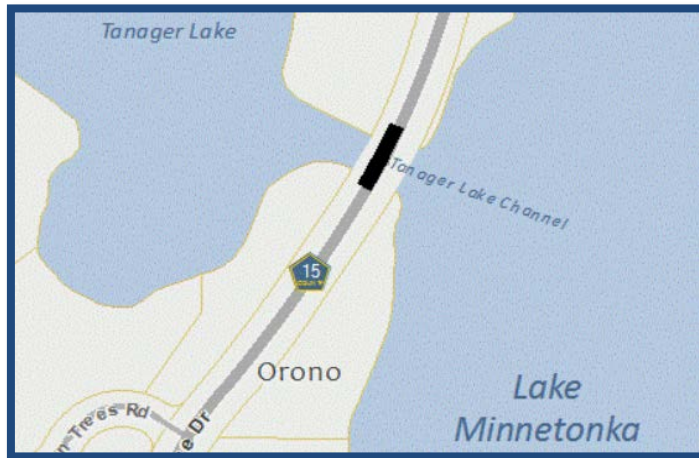
The existing Vernon Avenue Bridge (built in 1927) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including columns, pier caps, deck, and slab) are exhibiting deterioration.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Vernon Avenue Bridge is a critical east/west route through the Gradview District Area, therefore, it's critical to maintain this asset for the travelling public.

**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 15 (Shoreline Drive) Bridge Replacement Project
Roadway:	CSAH 15 (Shoreline Drive)
Project Termini:	At Tanager Channel / Browns Bay
Project Location:	City of Orono

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$2,200,000
Total Project Cost:	\$2,750,000

Project Information

The proposed project will replace the existing Tanager Bridge (#27592) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Tanager Bridge (built in 1979) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including pile bents and beams) are exhibiting deterioration.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Tanager Bridge is a critical east/west route through the Lake Minnetonka Area, therefore, it's critical to maintain this asset for the travelling public.

1-Page Information Sheet: CSAH 22 Bridge Widening in Oak Grove

PROJECT NAME: CSAH 22 (Viking Blvd) Bridge widening in Oak Grove

PROJECT LOCATION: City of Oak Grove, Anoka County

APPLICANT: Anoka County Highway Department

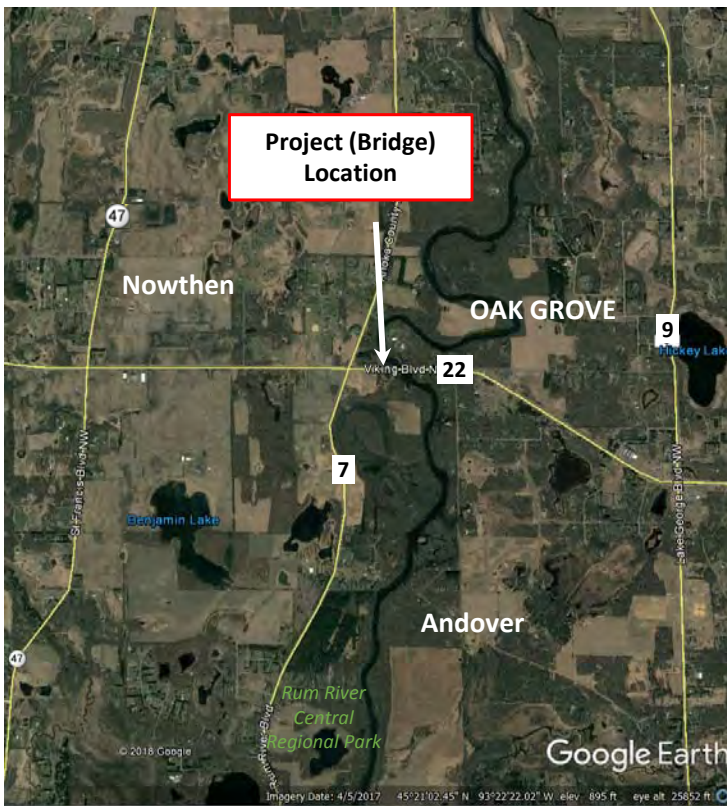
FUNDING REQUEST: \$1,436,296

TOTAL PROJECT COST: \$1,795,370

PROJECT DESCRIPTION

This project is for the rehabilitation and widening of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians.

The bridge will be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be required to support the widened bridge cross section.



PROJECT BENEFITS

- Extend the life of the bridge (current sufficiency rating of 62.4)
- Reduced pedestrian and bicyclist exposure
- Enhanced pedestrian and bicyclist connectivity
- Improved access between parks, open space, and population centers



Route 724 Transit Service Expansion Summary

Route 724 is a Suburban Local Route serving Brooklyn Park and Brooklyn Center, with peak period service to downtown Minneapolis. It connects the Target North Campus, Starlite Transit Center, Brooklyn Center Transit Center, and downtown Minneapolis, with local pick up in Brooklyn Center, Brooklyn Park, and north Minneapolis.

The portion of Route 724 included in this project operates from Starlite Transit Center in Brooklyn Park to Brooklyn Center Transit Center in Brooklyn Center via Brooklyn Blvd, Zane Ave N, 63rd Ave N, and Xerxes Ave N. This segment of the route plays an important role in connecting to other core local and suburban local routes at the two transit centers, significantly expanding the footprint of convenient transit service in this suburban area. This segment of the route also has the highest level of local ridership on the route.

Currently this segment of Route 724 runs every 30 minutes on weekdays and every 30 to 60 minutes on Saturdays and Sundays. This improvement would increase frequency on this segment to every 15 minutes from 6am to 8pm on weekdays and 6am to 7pm on Saturdays. Sunday service will be improved to every 20-30 minutes for most of the day.

Total Project Cost: \$5,211,760.50
Requested Federal Amount: \$4,169,408.40
Local Match Amount: \$1,042,352.10
Local Match Percentage: 20.0%

Route 68 Transit Service Expansion Summary

Route 68 is a Core Urban Local route running from the north side of Saint Paul to West Saint Paul, South Saint Paul, and Inver Grove Heights via Jackson Street, downtown Saint Paul, Robert Street, Thompson Ave, Marie Ave, and 5th Ave S. It operates on a major transit corridor in Saint Paul and the east metro, connecting downtown Saint Paul with several significant commercial and job centers, mixed-use neighborhoods, and residential areas.

The portion of Route 68 included in this project operates from 14th Street and Jackson Street north of downtown Saint Paul to 5th Street and South Street in South Saint Paul. This segment of the route has the highest population and job density of the corridor and can support the highest level of transit service.

Currently, this portion of the Route 68 runs every 15-30 minutes during the weekday peak period and every 30-60 minutes in the midday and evenings. Saturdays and Sundays, it runs every 30-60 minutes for most of the day.

The planned improvement to this route is most significant in the weekday off-peak, and Saturdays where the headway will be improved from every 20 or every 30 minutes to every 15 minutes. On Sundays headway frequencies will be improved from about every 30 minutes to every 20 minutes. The grant request is for the additional operating funds required to implement the service improvement. No additional vehicles are required to implement this improvement.

Total Project Cost: \$4,477,387.50
Requested Federal Amount: \$3,581,910.00
Local Match Amount: \$895,477.50
Local Match Percentage: 20.0%

Route 32 Transit Service Expansion Summary

Route 32 is a Supporting Urban Local route running from Robbinsdale Transit Center to Rosedale Transit Center in Roseville, via West Broadway Avenue, Lowry Avenue, Kenzie Terrace/ New Brighton Blvd, and County Road B2. It operates as an important crosstown route connecting to several major Core Urban Local routes as well as significant commercial, residential, and activity centers in the corridor. These include downtown Robbinsdale, North Memorial Hospital, neighborhood commercial nodes in North and Northeast Minneapolis, and Roseville Shopping Center.

Currently, Route 32 operates every 30 minutes on weekdays, Saturdays, and Sundays. This improvement would increase frequency to every 20 minutes all days. Service will operate on weekdays from approximately 5:30am to 9:00pm, on Saturdays from approximately 6:30am to 8:30pm, and on Sundays from approximately 7:00am to 8:00pm.

This improvement will build on incremental improvements made over the past several years to the Route 32 that have been very successful. Weekday frequency was increased in 2012, Saturday service was added in 2014, followed by new Sunday service in 2015. In 2017 the span of both weekday and Saturday service was widened to better serve evening demand at Rosedale Mall. In all these cases anticipated ridership has met or exceeded our goals. We expect that the proposed frequency improvement will continue the pattern of strong ridership in response to new service.

The grant request is for the additional operating funds required to implement the service as well as two additional 40' buses needed.

Total Project Cost: \$5,390,728.75
Requested Federal Amount: \$4,312,583.00
Local Match Amount: \$1,078,145.75
Local Match Percentage: 20.0%

Route 4 Transit Service Expansion Summary

Route 4 is a Core Urban Local Route running from New Brighton to Southtown Shopping Center in Bloomington via Old Highway 8, Johnson Street, Hennepin Avenue, Lyndale Avenue, Bryant Avenue, and Penn Avenue. It operates in one of the most important transit corridors in the region, connecting dense urban and mixed-use development to significant commercial centers including Silver Lake Village, Saint Anthony Main, downtown Minneapolis, Lyn-Lake, and Southtown Shopping Center.

The portion of Route 4 included in this project operates from the north end of downtown Minneapolis to Bryant Avenue and 38th Street in south Minneapolis. This segment has the highest population and job density of the corridor and is the most transit supportive.

Currently the project segment of the Route 4 operates every 10 minutes on weekdays in the peak period and every 15 minutes in the off-peak. On Saturdays it operates every 15-30 minutes and it operates every 30 minutes on Sundays. This is below the standard of service that should be available given the transit-supportiveness of this segment of the corridor.

This project would increase the weekday off-peak frequency to every 10 minutes, Saturday frequencies to every 15 minutes, and Sunday frequencies to every 15 minutes. It would also explore the installation and implementation of transit signal priority treatments at 8 to 10 intersections along Lyndale Avenue and Bryant Avenue to improve transit speed and reliability in this corridor.

The grant request is for the additional operating funds required to implement the service improvement and install transit signal priority treatments at 8 to 10 intersections in the corridor. No additional vehicles are required to implement this improvement.

Total Project Cost: \$2,613,517.86
Requested Federal Amount: \$2,090,814.29
Local Match Amount: \$522,703.57
Local Match Percentage: 20.0%

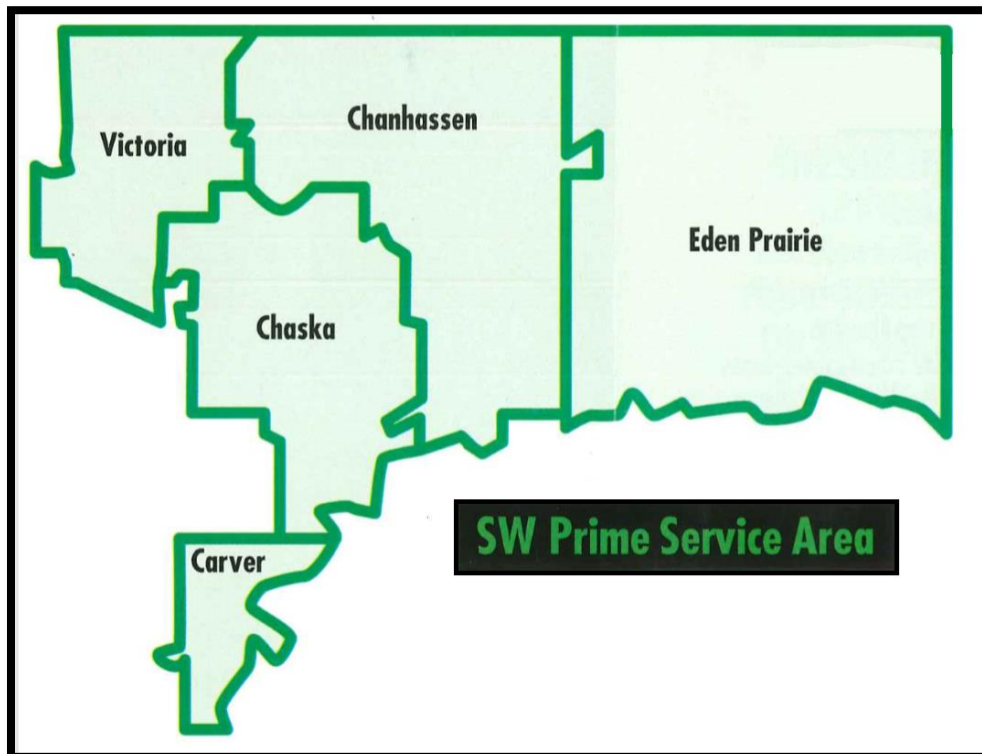
Regional Solicitation – SouthWest Transit Mobility Hub

Description

SouthWest Transit's Mobility Hub will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area. Through the expansions of the on-demand service SouthWest Prime and the bike rental program SW Ride, as well as the creation of a car share service, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options. The Mobility Hub will be centered at Eden Prairie's SouthWest Station.

Through these means, SWT is able to further expand upon the current array of first and last mile options for passengers. This project is also timely considering the incoming SWLRT - Green Line extension. One goal of this project is to expand upon existing services in time to accommodate the increased ridership that will occur at SouthWest Station - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal is to improve these options for riders who are traveling solely within the SWT service area. Through the mentioned expansions and the creation of a car share service, riders within the service area as well as riders traveling to and from the service via express routes or the SWLRT will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Cost

Prime Expansion	\$4,172,000.00
Bike Program Expansion	\$144,000.00
Carshare	\$275,000.00
Total Project Costs	\$4,591,000.00



Minnesota Valley Transit Authority

2018 Regional Solicitation

Orange Line Connector – Summary

Date: July 10, 2018

ABOUT

Minnesota Valley Transit Authority (MVTA) is the second largest public transit agency in Minnesota based on ridership and provides public transportation to fast-growing population and employment centers in Dakota and Scott counties. MVTA operates transit service within its seven cities and provides substantial services extending beyond their borders. MVTA operates service out of 20 transit stations and park and ride lots throughout the Twin Cities Metro Area.

PROJECT OVERVIEW

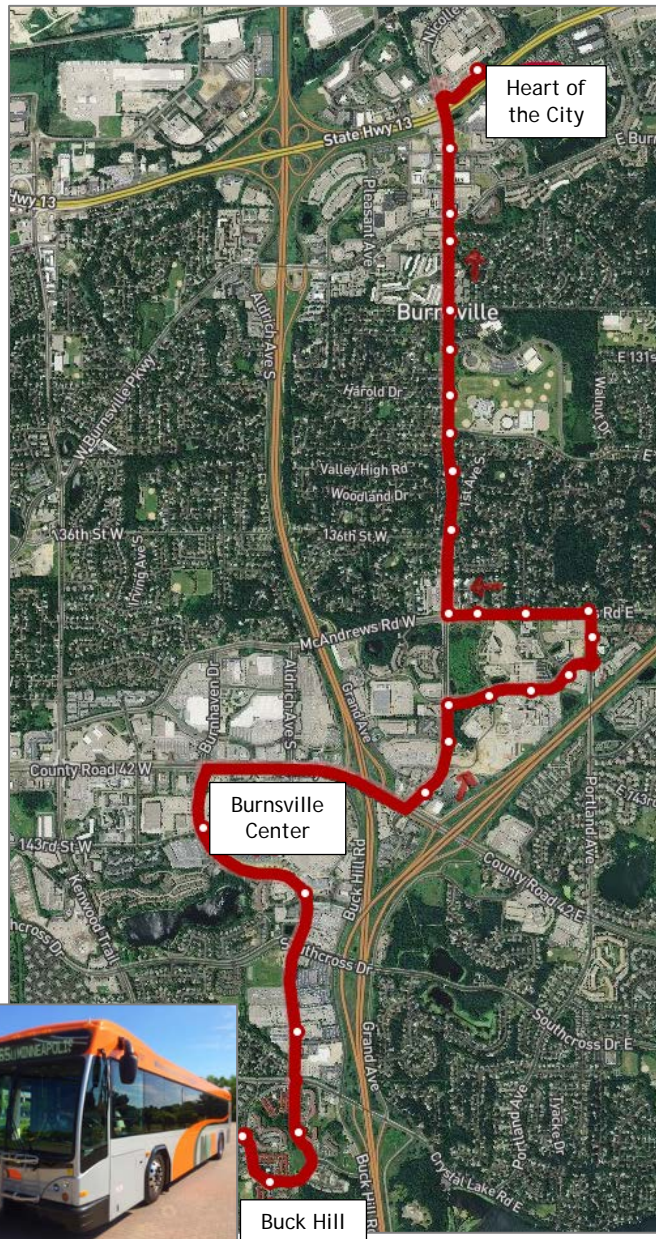
The proposed transit expansion project will add new weekday local service to connect Orange Line Phase 1 terminus with anticipated re-development in Burnsville (approximately 6 miles). The service includes local stops, a connection to Burnsville Transit Station, and could serve as a precursor to a future Orange Line extension. The proposed route requires purchase of additional buses, with an anticipated service frequency of 30- minutes approximately 15 hours per day.

PROJECTED IMPACTS

The project will improve access to jobs and health care by directly connecting an area of concentrated poverty to a high-frequency transit corridor (METRO Orange Line). The proposed route is surrounded by multiple land uses with a variety of single family and multi-family housing options within close proximity to existing stops, with nearly 23,000 residents within a quarter mile of the route.

FUNDING REQUEST

MVTA requests a total of \$3,430,000 (\$1,030,000 for two heavy duty buses and \$2,400,000 for three years of operations).



Chicago-Portland Avenue Bus Stop Modernization

Applicant: *Metro Transit*



The Chicago-Portland Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along seven miles of Route 5 by enhancing the customer experience with vastly improved amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the most popular bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Many bus stops today do not offer more than a sign affixed to a pole.

This project will modernize bus stops linking south Minneapolis, Richfield, and Bloomington to the Mall of America, allowing for better accessibility to connections to the METRO Red Line, METRO Blue Line, and 20 bus routes. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed.

Accessible



High Amenity



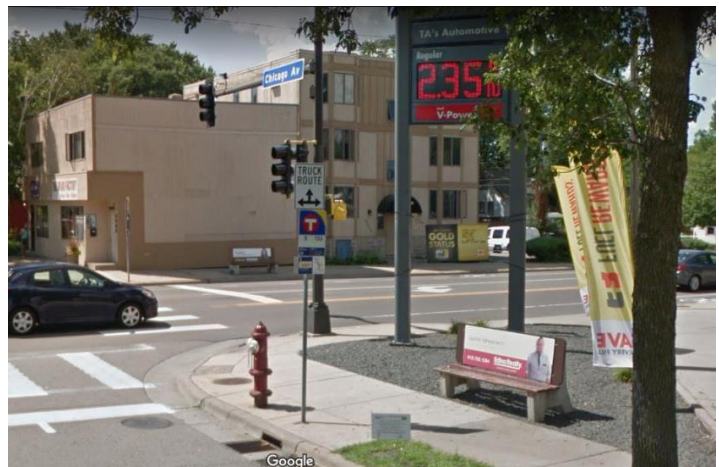
Equitable/ACP50



15,500 daily riders



The project includes \$8.75 million for the construction of bus stop improvements throughout the Chicago-Portland corridor.



Route 5 Stop at Chicago Ave. & 46th St. (southbound)

Emerson-Fremont Avenue Bus Stop Modernization

Applicant: *Metro Transit*



The Emerson-Fremont Avenue Corridor Bus Stop Modernization project will make existing transit service more attractive along over seven miles of Route 5 by enhancing the customer experience with amenities like enhanced shelters and real-time transit information.

Route 5 connects the City of Brooklyn Center with the Mall of America via downtown Minneapolis. It is the highest ridership bus route within the existing transit network and carries an average of 15,500 passengers per day. However, limited transit facilities along the corridor do not meet the needs of the communities they serve. Scarce sidewalk space and the lack of right-of-way constrict space for improvements such as shelters. Many bus stops along this corridor today do not offer more than a sign affixed to a pole.

This project will modernize bus stops along the northern portion of Route 5 connecting the Brooklyn Center Transit Center with downtown Minneapolis via Emerson and Fremont Avenues. Curb bumpouts will be constructed as part of this project to accommodate near level boarding, a dedicated boarding area and enhanced shelters. The enhanced shelters will provide heat and light, as well as real-time bus-tracking information. Security features (emergency phones and/or cameras) and furnishings like benches, bicycle racks, and trash receptacles will also be installed. The curb extensions will provide a better waiting experience for riders. They also remove the need for buses to merge into and out of traffic, improving travel times.

The project requests \$8.75 million for the construction of bus stop improvements throughout the Emerson-Fremont corridor.

Accessible



High Amenity



Equitable/ACP50



15,500 daily riders



Route 5 Stop at Emerson and Lowry Avenues (northbound)

Lake Street-Marshall Avenue Bus Stop Modernization

Applicant: *Metro Transit*

Accessible



High Amenity



Equitable/ACP50



12,000 daily riders



The Lake-Marshall Corridor Bus Stop Modernization project will make transit service more attractive along 7.1 miles of Route 21 by enhancing the customer experience with vastly improved amenities like enhanced transit shelters and real-time transit information.



This project will modernize bus stops along the western portion of the existing Route 21 corridor between the Uptown Transit Center and the METRO Green Line Snelling Avenue Station via Lake Street, Marshall Avenue, and Snelling Avenue. Most of the route segment targeted for improvement with this project is in today's High-Frequency Network, the core of Metro Transit's service.

Between the Uptown Transit Center and Snelling Avenue, weekday ridership reaches up to about 10,000 boardings. The service is Metro Transit's second highest ridership bus route, behind only the existing Route 5 service. The limited transit facilities along the corridor do not meet the needs of the communities they serve. Limited sidewalk space and available right-of-way restricts the available space for customer improvements such as shelters. Many locations currently do not have shelters and offer little more information than a bus stop sign on a pole. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.



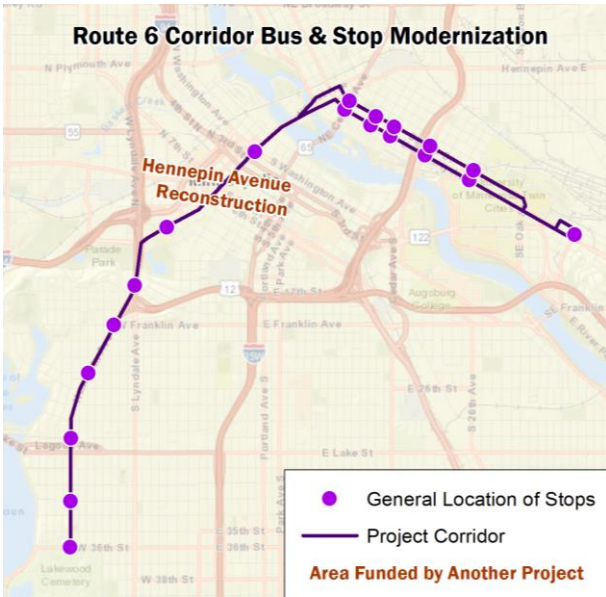
Route 21 Stop at Lake St. & Bloomington Ave. (eastbound)

The construction project will expand sidewalk space with bus bumpouts to accommodate a dedicated transit boarding area for near-level boarding, plus enhanced customer facilities. Bus stops along the corridor will be modernized with a variety of improvements, including enhanced shelters with heat and light. The project includes \$8.75MM for the construction of bus stop improvements throughout the Lake Street-Marshall Avenue corridor.

Route 6 Bus and Stop Modernization

Applicant: *Metro Transit*

The Route 6 Corridor Bus and Stop Modernization project will improve transit service by enhancing customers' experiences with modern amenities like enhanced shelters, real-time transit information and zero-emission electric buses.



This project will modernize much of Route 6 connecting Stadium Village to southwest Minneapolis via University Avenue and Hennepin Avenue. Three buses will be upgraded to fully electric propulsion. Route 6 is a critical component of the existing transit network, averaging over 9,000 daily rides. It is one of Metro Transit's busiest bus routes. Existing transit facilities along the corridor do not meet their communities' needs; many locations consist of a sign on a pole without any scheduling information. Narrow sidewalks and right-of-way restrict available space for customer improvements like shelters.

This project will expand sidewalk space with bus bumpouts for dedicated transit boarding areas, near-level boarding and enhanced facilities. Bus stops along the corridor will feature enhanced shelters with heat and light. Other improvements include real-time information, phones and/or cameras, benches, bicycle racks and trash receptacles.

The project will also convert three diesel articulated buses planned for the corridor to battery electric articulated buses. The incremental cost difference of purchasing electric buses in lieu of a diesel purchase is included in this project application; the base bus cost is accounted for separately.

The project requests \$7.25 MM for the construction of bus stop improvements throughout the Route 6 corridor and \$1.5 MM for the incremental cost difference of modernizing three vehicles in the planned fleet by purchasing electric buses in lieu of diesel buses.

Accessible



High Amenity



Equitable/ACP50



9,000 daily riders



Route 6 Stop at Hennepin and Franklin Avenues (northbound)

Summary of Closed Network Carshare Development Project

The Problem: Reducing dependence on individually owned cars involves replacing a single source transportation solution (owned car) with a group of services that operate in unique niches, covering different travel occasions. Among these different transportation services, carshare is an important strategy that provides households with a transportation alternative for important and necessary travel occasions not served by other alternatives. The problem is, commercial carshare operations require many users per car to be viable. That limits their operations to the densest populated areas of the metropolitan area, leaving many households unable to access carshare in their area.

Solution: The goal of this program is to bring a viable carshare option to areas of the metropolitan area not served by commercial carshare operations. These areas include neighborhoods surrounding the high frequency transit corridors that are outside the dense core of the cities. The program could be summarized as follows: The closed network carshare program allows a group of neighbors to own and operate a car together.

The closed network system has several advantages over commercial carshare that allows it to operate in lower density locations than commercial operations. 1. Users of Closed network carshare, make a larger monetary commitment than a typical commercial carshare operation. Where commercial carshare operations typically seek to eliminate fixed costs, the closed network program seeks to limit fixed costs not eliminate them. 2. Because the user group is smaller and more defined, some of the operating systems and technology required can be less robust than commercial operations or performed by members, lowering costs. 3. Lastly, Closed network carshare users are taxed as vehicle owners, not as commercial system users.

Program Parameters: the cars, typically late model electric or hybrid vehicles, are purchased by CarFreeLife (Minnesota Non-profit), then they're leased under a specialized long-term lease and joint ownership agreement to neighbors interested in using the car. The specialized lease and joint ownership agreements allows members to get in and out of the lease in a more favorable way than if they were in a long-term lease with a typical car leasing company. CarFreeLife also provides operational support services and technologies that facilitate smooth operations.

The CarFreeLife plan includes two variations of closed network carshare, sponsored and non-sponsored. A sponsor is a non-user that benefits from the presence of the carshare vehicle in a particular location. It could be an apartment building owner who wants to have a closed network carshare vehicle for residents of his or her building to join. Or it could be an office building that wants it as an amenity for tenants of the building to use. Sponsors of closed network carshare vehicles contribute by facilitating the vehicle in several ways. These may include a parking spot or garage space for the vehicle, or power for charging in the case of electric vehicles. They may also include economic incentives or guarantees that change the risk factors associated with placing the vehicle in a particular location.

Use of Proceeds of this Grant Application: The vehicles and operating costs are paid for by the user/owners of the cars. The proceeds of this application if successful would be used to educate potential neighbor groups and sponsors of the costs and benefits involved in participation.

User/Member Profile Scenarios:

1. "I commute to work using Metro Transit, or sometimes ride my bike. I also use Uber or Lyft when I'm out for the evening. I just don't need a car full time, but it's nice to have Neighbor-Car for the times that I do. I'm going to go to Europe with the money I saved by not owning a car."
2. "We have two cars in our household. By adding a Neighbor-Car membership we can easily relinquish a car, allowing us to pocket a significant amount of money every month."
3. "I like Neighbor-Car because, it allows us to drive a late model environmentally friendly car. By myself it might have taken me a long time before I could afford something like that. Besides Neighbor-Car has helped create a great social network. We find ourselves sharing all kinds of stuff now."

Project Name: TDM Cultural Ambassadors
Applicant: Move Minnesota
Project Location: along the BRT C Line (Minneapolis and Brooklyn Center)
Requested Award Amount: \$308,166
Total Project Cost: \$385,208

Project Description & Benefits

In this two-year pilot program, Move Minnesota will work along the newly-built BRT C Line to develop and apply a new behavioral change model that employs ambassadors to develop change within specific cultural contexts. This TDM innovation model will prioritize and access cultural communities along the corridor, with the goals of shifting travel behavior and creating greater equity in cultural community access and use of transportation. This pilot model will be developed and tested over a 2-year period, with the intent of replication across other cultural communities in Minneapolis and Saint Paul.

While traditional TDM relies on individual marketing and surveys, these tools are not culturally appropriate for many communities of color. The cultural context of any evaluative tool has significant impact on its effectiveness and results, and culture should be core to strategy to successfully engage a community.

The TDM Cultural Ambassador model is centered around this principle. Over a two-year period, we will build relationships with trusted individuals and organizations who have historically struggled to have meaningful, safe access to walking, bicycling, and transit. This pilot project will focus primarily on communities of color in North Minneapolis and Brooklyn Center, including public, residential, educational, and employment sites that are relevant to those communities. Together with trusted partners, we will work to develop culturally-relevant multimodal TDM programming that speaks to the specific issues that prevent these communities from accessing transportation resources. By connecting residents to this new transit resource, as well as highlighting the walking and bicycling connections that create neighborhood access, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.



This project will expand on the popular Metro Transit app that launched in November 2016. Since launching, the Metro Transit app has been downloaded more than 200,000 times. In its current state the app is focused on helping people use and pay for transit service in the Twin Cities metro area. It's core features as of the end of this month are fare payment, trip planning tools and information, Go-To Card management, Text for Safety (a public safety texting service), Guaranteed Ride Home and Ride Matching. One can see that this app offers customers robust access to the tools they need to take a trip on Metro Transit. While it opens those doors, where it fails is when transit is not the best option for a user.

If transit doesn't work, a user must rely on another app if they are looking for a non-SOV way to travel. If they need to switch between many apps every time they want to take a trip, they may end up defaulting to SOV travel rather than sort through a half dozen apps to make a trip. If there was a tool in which customers could browse all their options and pay for whatever method of travel they chose, they will end up using a single app more often and see more options at once. This, in turn, can help them reduce reliance on personal vehicles and use sustainable, shared mobility options more often. Additionally, Metro Transit has a built-in payment mechanism that could handle all financial transactions from the customer side. This could help to reduce the needs to manage multiple payment accounts and potentially more layers of complication.

While there are other travel aggregators in the market, such as Transit App, what Metro Transit can offer that no private company can is a neutrality and lack of profit driven service. All current travel aggregators are profit driven and make their money off referral fees. For example, if someone books a Nice Ride trip via the Transit App, Nice Ride pays a fee to them. This increases costs to the provider and can be difficult to justify for smaller shared mobility solutions that are not backed by venture capital with deep pockets like many of the big-name players in shared mobility. This could also open doors for participation for small, local providers that don't have the ability to absorb the additional costs of being on one of more for-profit travel aggregator.

As Metro Transit already has the app, there already exists a base platform to build the above functionality into. The large start up costs of building the app from the ground up have already been incurred so all funding from this grant would go towards developing the technology that would support shared mobility integration and the technology to support it. Some the development work that would need to be done would be integrating shared mobility API (something that many already offer), adapting the current payment tool and back end to accommodate paying for multiple types of services, integrating trip planning tools that show all the modes available and developing any additional supporting software development needs.

For the first phase of shared mobility integration, it is proposed that Nice Ride be the first to be included. As a non-profit and supportive partner, they present the fewest technical challenges (they already have an advanced app) as well as a demonstrated willingness to work with Metro Transit on the goal of shared mobility integration (see attached letter of support). This would not rule out others by any means, but just shows that there is already at least one local shared mobility provider eager to be a part of an enhanced Metro Transit app. Others could and would be included as well as they were willing to sign one. Through many conversations with providers, as well as looking at industry trends, there is an eagerness to be part of transit apps from companies like Lyft, Uber, Car2Go and more throughout the US and the world and we expect incredible interest for their inclusion on the Metro Transit app.

Parking FlexPass at ABC Ramps: Integrating Parking and Transit Options for Sustainable Mobility

The Parking FlexPass at ABC Ramps project is an innovative way to leverage existing transportation infrastructure and systems to address our region's mobility challenges by changing travel behavior with flexible purchase options for ABC Ramp parking contract holders.

To reduce Single Occupancy Vehicle (SOV) travel to downtown Minneapolis, this project will build a program with broad organizational support that allows commuters to have more commute mode flexibility. Currently many employers offer benefits for either parking or transit. Many commuters express a desire to have more flexibility than is currently offered – to drive some days and use transit other days.

This project will create a product that that employers can include in their benefits packages that allows commuters to have a guaranteed parking space on days they need to drive and use transit on other days. The product could provide other benefits such as access to car share, bike share, carpooling and more. The plan for Parking FlexPass at ABC Ramps was created over several months in 2018 by MnDOT, the City of Minneapolis, the University of Minnesota, Move Minneapolis, and other stakeholders.

The funding for the Parking FlexPass at ABC Ramps project will be used to:

1. Complete Systems Integration and Software Development

Integrate systems that allows the cost that commuters pay each month to be used for both parking and transit These systems include but are not limited to parking revenue control systems, Metro Transit and pre-tax employer benefits. This project is unique from previous efforts to encourage SOV parkers to use transit in that it will partner with employer benefit administrators (like Wage Works) to offer the program to employees through their employer's pre-tax benefit packages. The project team will also promote the program directly to commuters with parking contracts.

2. Develop product pricing

The ABC Ramps Transportation Program will work to find price purchase levels that fall between SOV parking contracts on the high end and a monthly transit pass on the low end.

3. Marketing and outreach

The new product will need extensive marketing and outreach effort to reach employers and commuters. Employers will need to learn about it so they can add it their benefits packages. There will likely be a contract with the Downtown Minneapolis TMO, Move Minneapolis, to help support this effort.

4. Conduct performance measures to measure impact on travel behavior

The University of Minnesota will be responsible for collecting travel behavior change. This may be done using the Daynamica App or other means. If the app is selected a sub-set of participants would be offered incentives to carry a mobile phone that tracks their travel behavior for a short sample period.

Project Name: Transforming Renters' Transportation Choices
Applicant: Move Minnesota
Project Location: along the METRO Green Line (Minneapolis and Saint Paul)
Requested Award Amount: \$296,614
Total Project Cost: \$373,706

Project Description & Benefits

Transforming Renters' Transportation Choices is an innovative TDM project that develops a new model of renter-focused TDM, using new and existing apartment buildings along the METRO Green Line LRT as testing ground to develop and hone the model.

The area around the Green Line serves a breadth of communities, income levels, and real estate owners. While LRT and associated transit-oriented development enable residents who want to own fewer vehicles to better achieve that goal, a new LRT line in itself is not sufficient to reduce auto ownership (U of MN Center for Transportation Studies, January 2015). Additional infrastructure or behavior change programming is necessary. Furthermore, much of traditional TDM programming relies on Individual Marketing (IM), which is less likely to reach residents who move frequently as renters rather than owning a home. TDM work focusing on the increasingly-dense rental housing along the corridor has significant opportunity to influence behavior change of swaths of residents.

In this 2-year program, Move Minnesota will focus intensively on the new and expanded housing developments along the Green Line, creating a program centered on providing tangible transportation choices tailored to the specific needs of people who rent along the Green Line. The goal of the project is to develop and implement TDM programming that will shape renter behavior change, both at a policy level and an implementation level. To accomplish this goal, Move Minnesota will: provide a customized toolkit for the companies that own large rental complexes adjacent to the Green Line; impact city policies that constrain TDM outcomes for renters and dense housing; and provide direct behavior change tools to groups of residents. By sampling different types of sites throughout the corridor, Move Minnesota will be able to develop a comprehensive model for TDM that truly addresses the specific concerns of renters, as well as rental agencies and buildings looking to participate in TDM work. By connecting residents to the existing transit and bikeway networks, as well as encouraging walking to nearby destinations, this project will not only reduce congestion, but increase physical activity and support residents in reducing or eliminating their reliance on a car.



Kellogg Boulevard – Capital City Bikeway Phase I

Project Summary

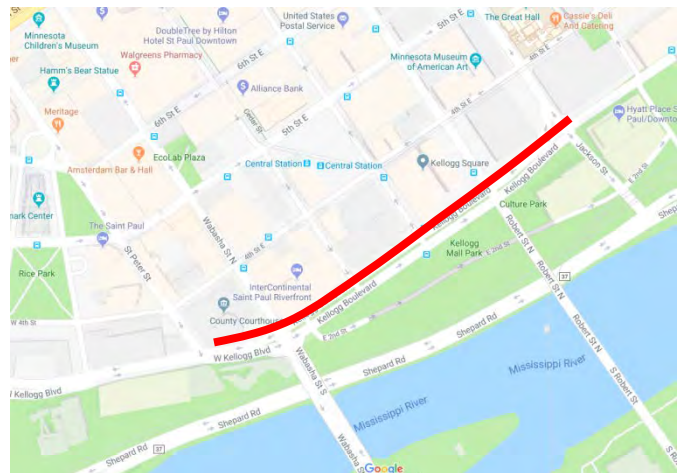
Applicant: City of Saint Paul

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.



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

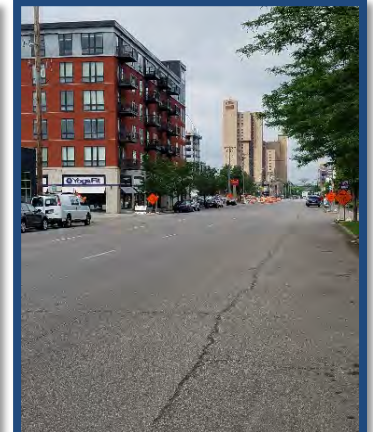
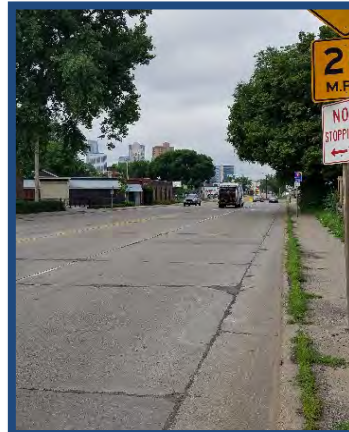
The proposed project will construct a permanent, raised protected bikeway barrier along CSAH 36 (University Avenue SE) and CSAH 37 (SE 4th Street) wherever feasible, and appropriate to provide a permanent and durable vertical barrier between bicycle and automobile travel lanes. In coordination with Metro 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.

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.

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.

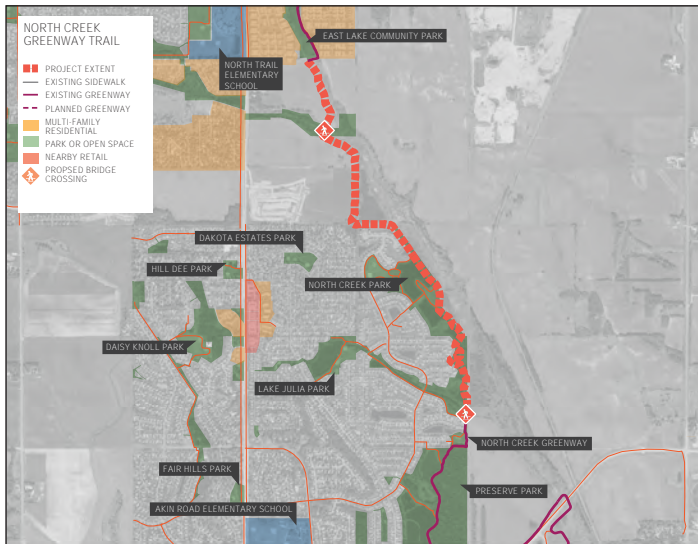
The Fish Hatchery Trail is heavily used for transportation and recreational purposes. It serves as a primary commuter trail for bicyclists into downtown Saint Paul from the East Side of Saint Paul and the East Metro. The closure of the trail has had a tremendously negative impact on the community. There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

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



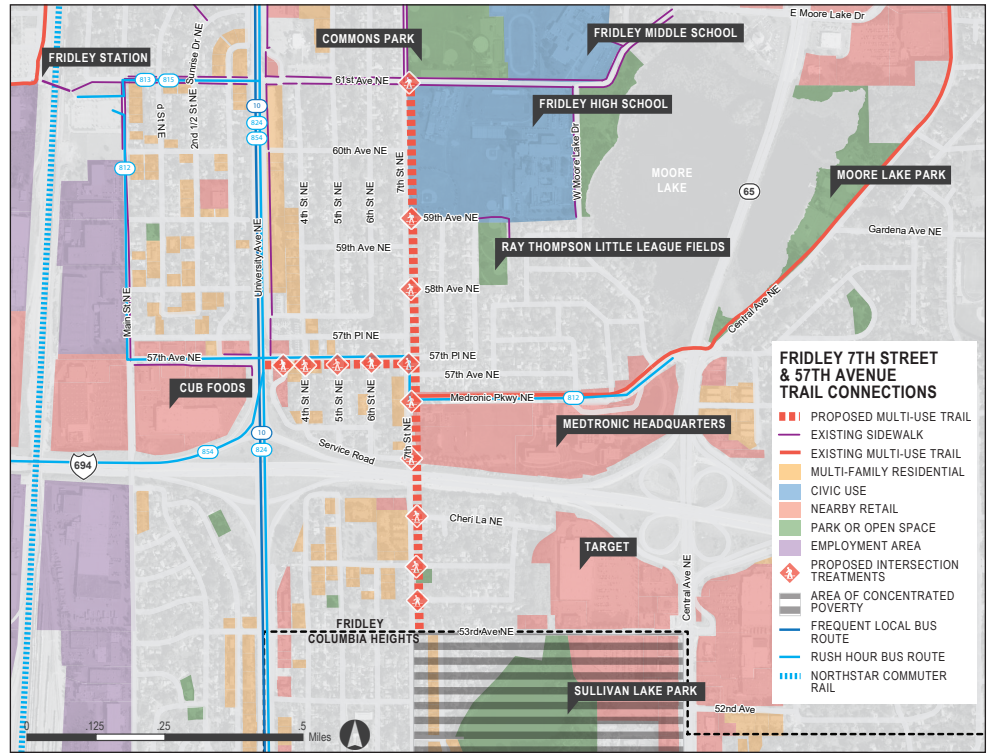
North Creek Greenway Segment 3 Concept Plan

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

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.

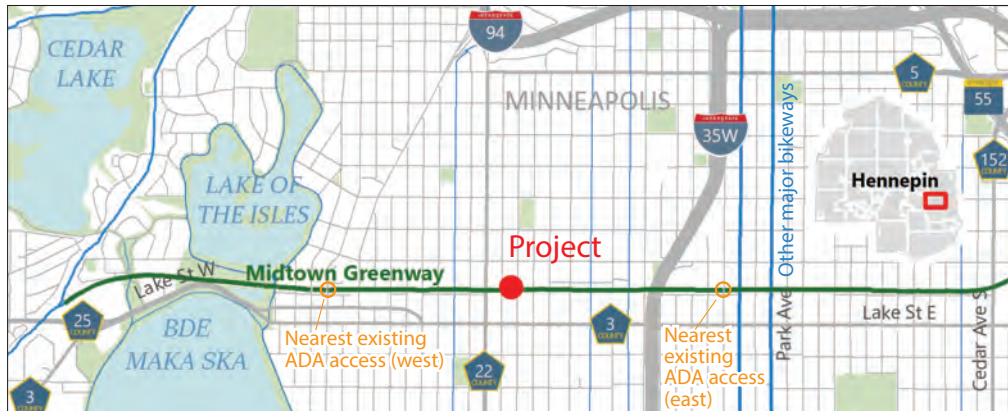


Existing conditions with concept illustration overlay



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

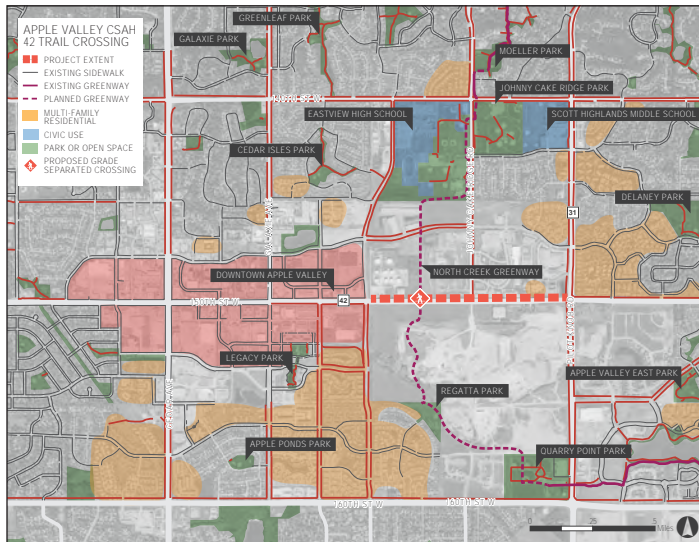
Applicant:

Hennepin County



Apple Valley CSAH 42 Trail Crossing

DAKOTA COUNTY



Project Location

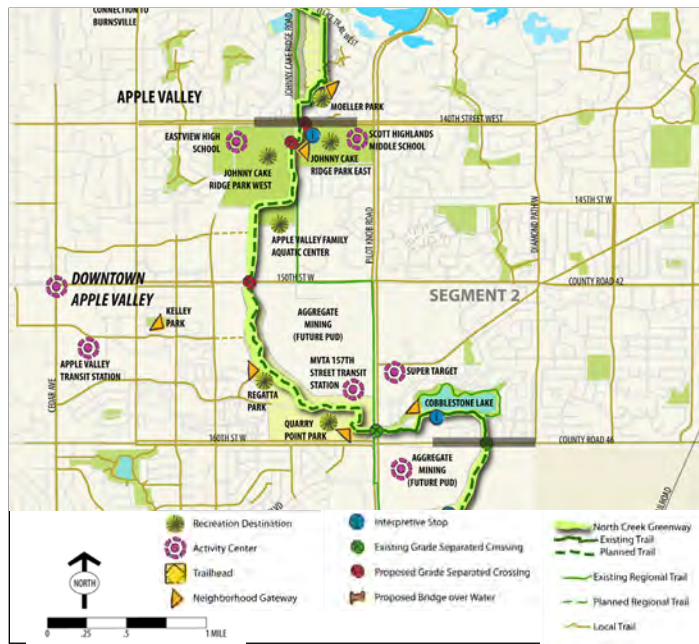
Project Location:	Apple Valley
Requested Award Amount:	\$____
Total Project Cost:	\$____

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

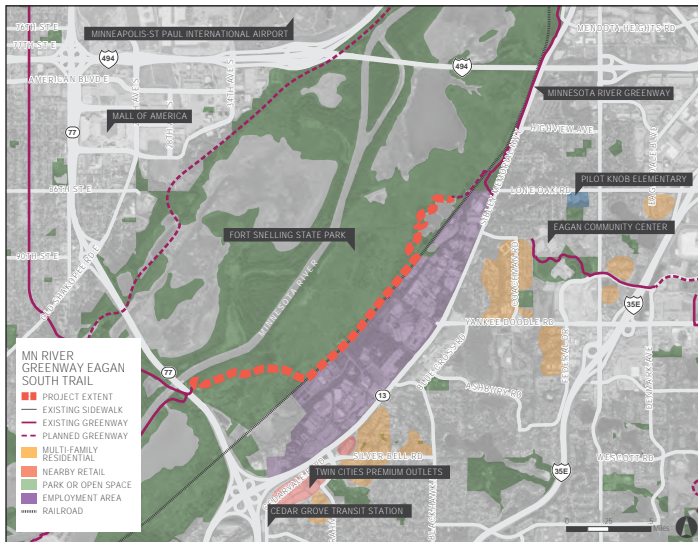
- » Provides local connections between existing trails at Flagstaff Avenue and Pilot Knob Road
- » Ensures safe, direct, and comfortable crossing of CSAH 42 for pedestrians and bicyclists that is grade-separated
- » Fills an important gap/crossing within the North Creek Greenway Regional Trail system
- » 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 Segment 2 Concept Plan

Minnesota River Greenway - Fort Snelling

DAKOTA COUNTY



Proposed trail route

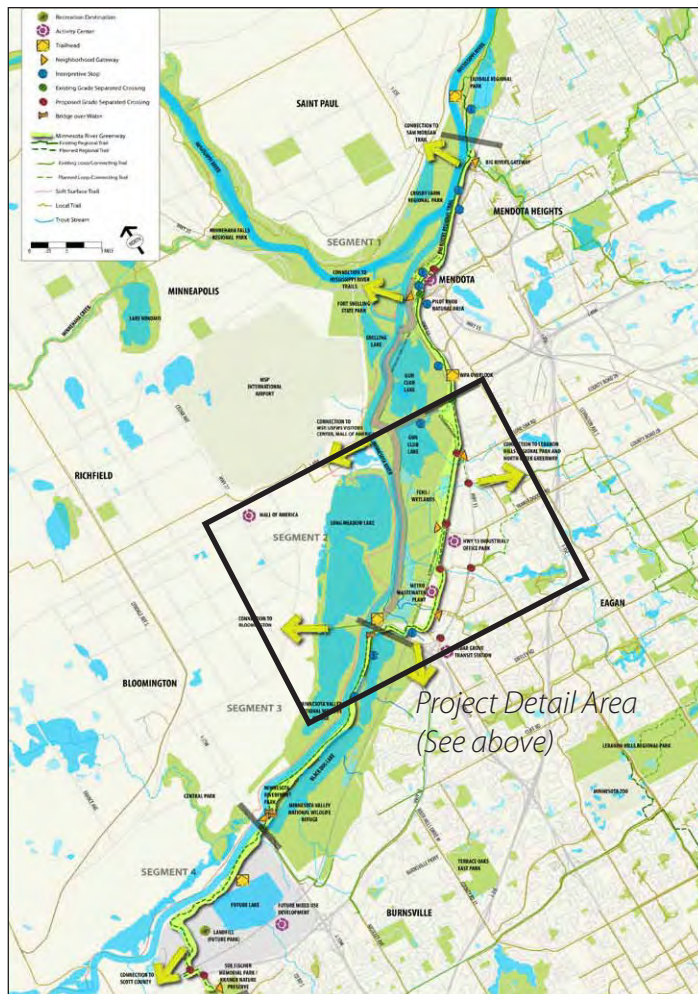
Project Location:	Eagan
Requested Award Amount:	\$3,508,000
Total Project Cost:	\$4,385,000

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

One Page Summary

Project Name: CH 17 Pedestrian/Bicycle Bridge

Applicant: Scott County

Project Location: City of Shakopee

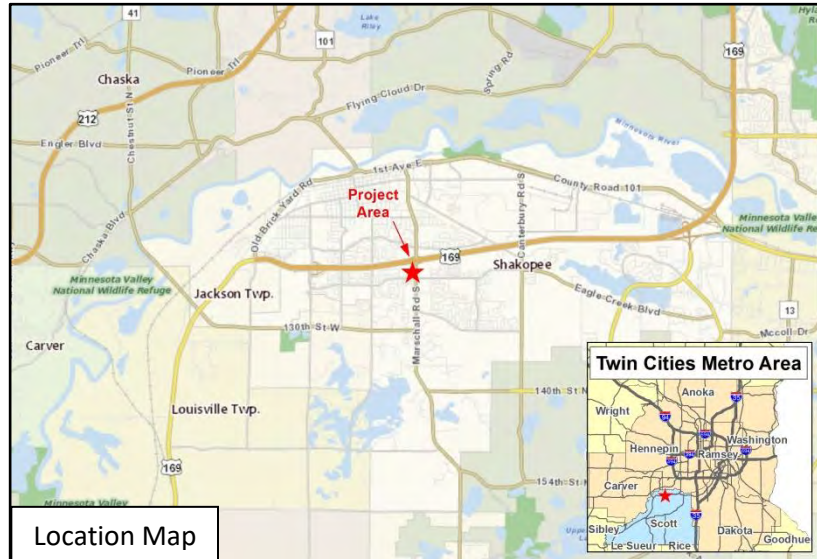
Route: From CSAH 16 to US 169 and CSAH 17 NW Ramp

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 Marschall 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 Marschall Road Transit Station



155 21st St

CSAH 38 Trail

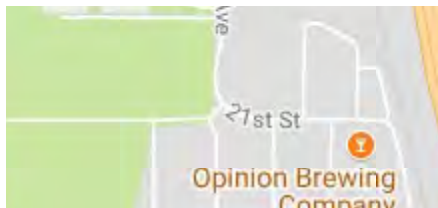


Image capture: Aug 2017 © 2018 Google

Newport, Minnesota

Google, Inc.

Street View - Aug 2017



Lyndale Ave North Pedestrian Safety Improvements

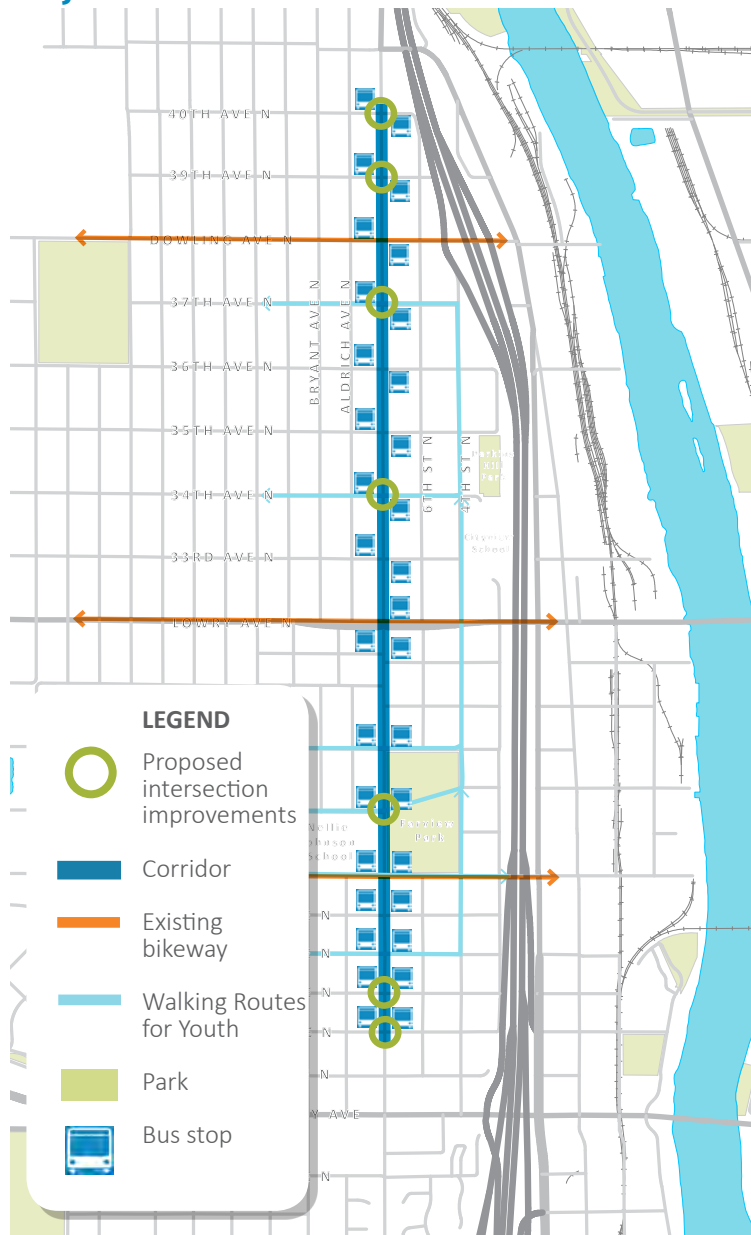
22nd Ave N to 40th Ave N

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



Google Street View

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 –

Google Street View



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.

Near North SRTS Improvements

16th Avenue North Bicycle Boulevard

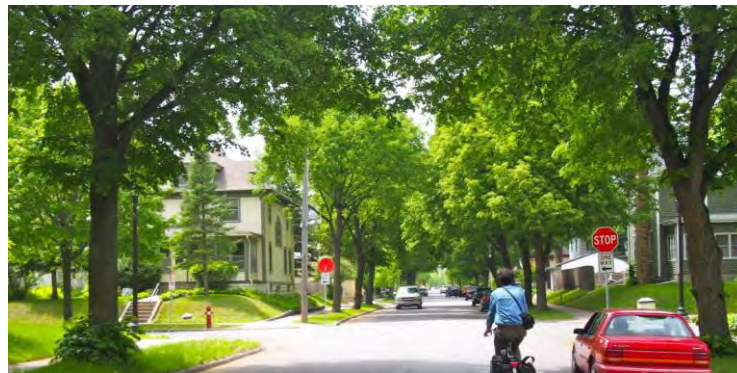
Project Name – Near North Safe Routes to School (SRTS) Improvements

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

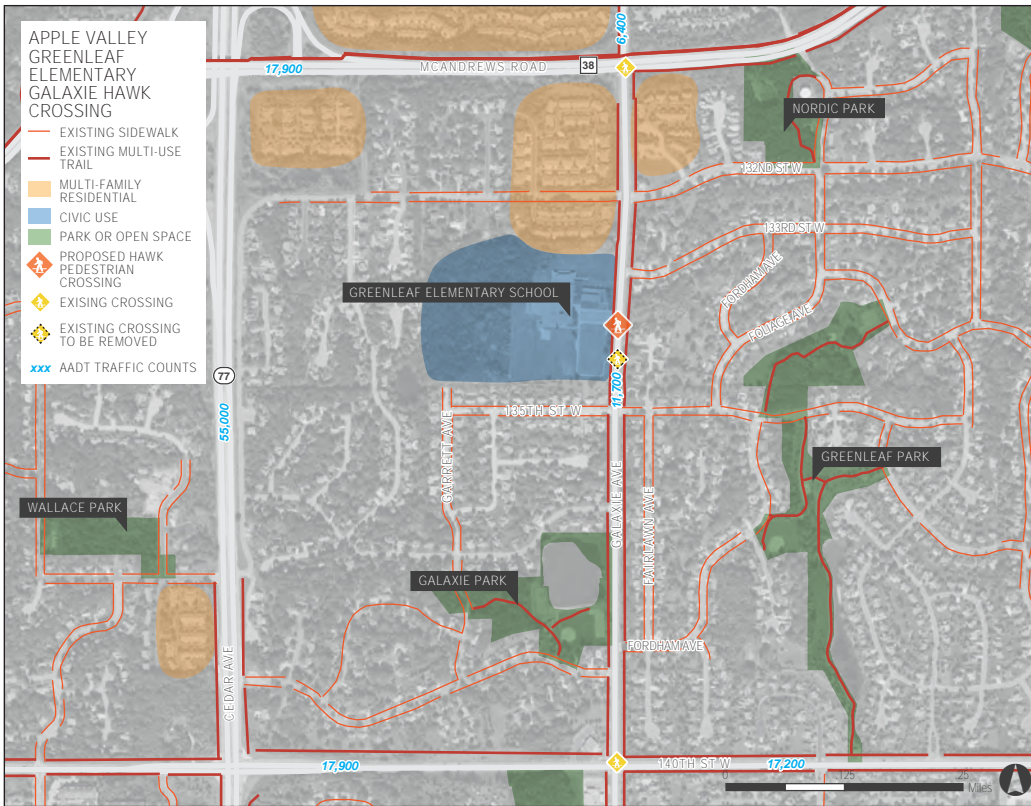
The Project Map identifies existing sidewalk gaps in the vicinity of Bruce Vento Elementary and preliminary locations for curb extensions on Arkwright Street and Case Avenue within the project extents noted on the map. Exact locations of new sidewalk and curb extensions will be finalized with consideration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

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.

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.





CITY OF SAINT PAUL
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Saint Paul, MN 55102-1660

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TWIN CITIES EV COMMUNITY MOBILITY NETWORK

The City of St. Paul (“the City”), working in partnership with HOURCAR, the Twin Cities’ nonprofit carsharing service, and Xcel Energy, is applying for a Transit Expansion grant to fund a new all-electric community mobility network in the Twin Cities. This new service will be enabled for both one-way and two-way trips. The base fleet for the new service will be 150 battery electric vehicles (BEVs). The fleet will be supported by a network of 70 mobility hubs, structured around a .6 mile grid within a 35 square-mile walkshed (see accompanying maps for proposed service area and approximate mobility hub locations). At most points within this walkshed, users will be within ~.3 miles (~5-minute walk) from a mobility hub with electric vehicles and charging stations.

In 2017, the Shared-Use Mobility Center released its Twin Cities Shared-Mobility Action Plan, with the support of numerous regional stakeholders. A key finding is that the lack of flexible, one-way carsharing strengthens incentives for personal vehicle ownership and reduces transit use, biking, and walking. The negative effects fall hardest on people in underserved neighborhoods. The Action Plan recommends using CMAQ funding to strengthen carsharing and to establish a one-way service, emphasizing access for disadvantaged communities. Our plan implements this recommendation.

We are submitting in the “Transit Expansion” category because the new service will provide a new mode of transit. As with other, “traditional” forms of transit, the proposed service is a one-way or round-trip transportation mode, is shared use, is not human-powered, is a public carrier, and complements existing transit but does not rely on it. Like other transit expansion projects, this project will have independent utility for one-way trips. As with “traditional” transit, the mobility network will integrate seamlessly with other transit modes, reduce auto ownership, reduce vehicle miles traveled (VMT), and reduce emissions. Like other transit, EV carshare substantially reduces emissions by reducing total VMT. Our fleet will further reduce emissions by using battery electric vehicles (BEVs). Accounting for Xcel’s generation mix, these BEVs emit less than half the greenhouse gas emissions of the average regional vehicle, and of course zero local emissions. To the extent possible, we also plan to use smart charging and renewables to power the vehicles.

Agencies in other regions fund analogous municipally-sponsored mobility networks to complement and expand existing transit. For example, Los Angeles DOT, which operates the LA DASH bus system, recently contracted for an EV mobility network similar to what we propose. The Capital District Transportation Authority in Albany, New York, provides direct operating support to and serves on the board of the area’s non-profit carshare. Together, they created the “*iride iwalk idrive*” program, which provides bus passes and carshare memberships to low-income individuals, and promotes using all three modes together. By supporting this project, the Metropolitan Council will be taking a step that is innovative but not unprecedented, enhancing quality of life in the region, and reinforcing the Twin Cities’ role as a national leader in transportation.

As the accompanying maps illustrate, this project will serve portions of both Saint Paul and Minneapolis. Should the Metropolitan Council elect to fund our proposal, the City plans to negotiate a joint powers agreement with the City of Minneapolis (whose letter of support is included). The joint powers agreement will also facilitate securing permits and rights-of-way for all on-street elements of the project.

We appreciate the Council’s consideration of our proposal.



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