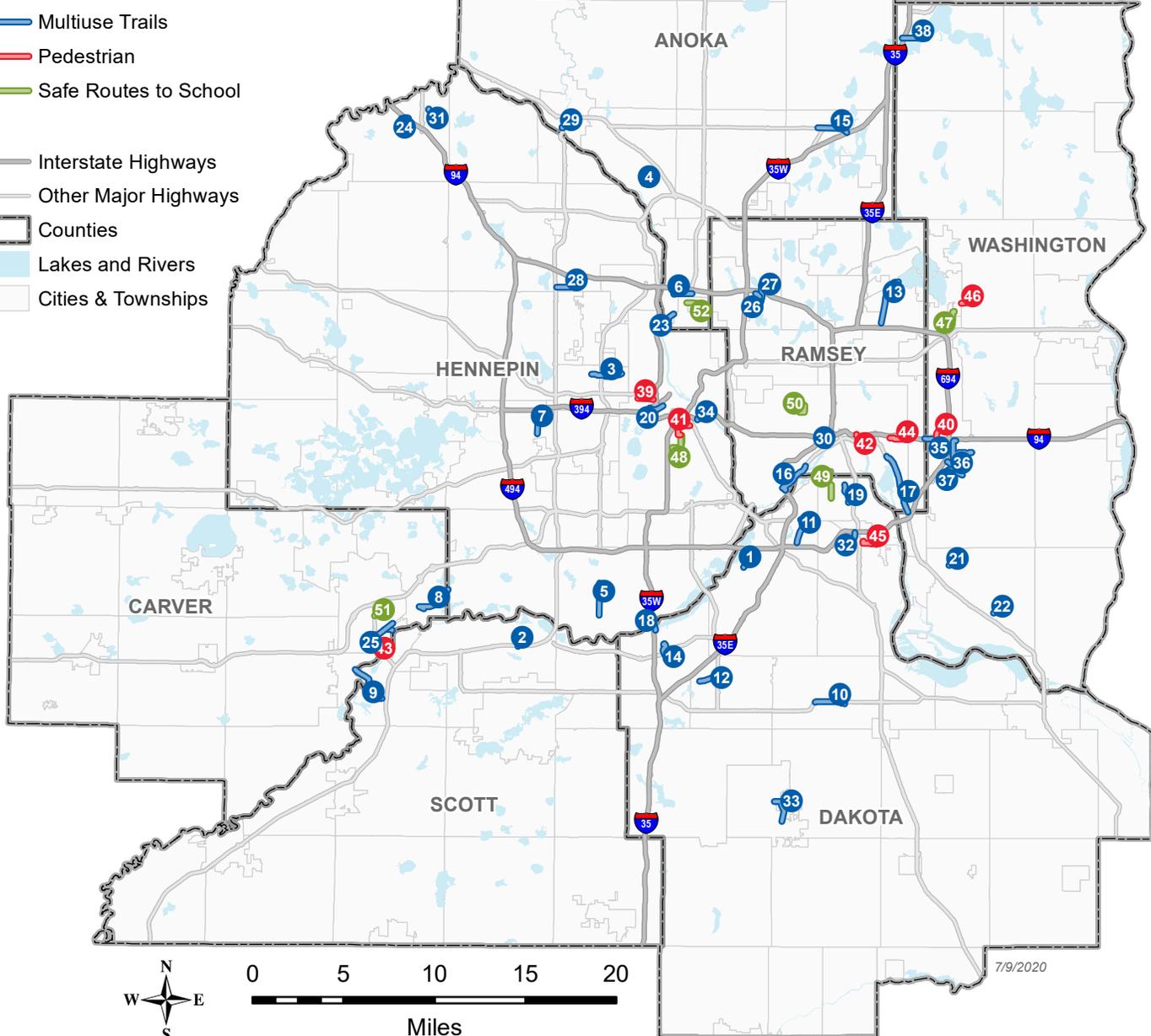


Locations of 2020 Submitted Applications for Regional Solicitation Bicycle & Pedestrian Projects



- Multiuse Trails
- Pedestrian
- Safe Routes to School
- Interstate Highways
- Other Major Highways
- Counties
- Lakes and Rivers
- Cities & Townships



● Multiuse Trails

1. Minnesota River Reg Grmw/Ft Snelling RR Overpass
2. Hwy 169 Bike & Ped Bridge/Quarry Lake Trail
3. Bassett Creek Regional Trail Gap/Duluth St Extension
4. Coon Creek Reg Trail/Coon Rapids Blvd Ped Bridge
5. Normandale Blvd Multiuse Trail
6. 53rd Ave Trail & Sidewalk
7. Hopkins Crossroad Multiuse Trail
8. Minnesota River Bluffs Regional Trail
9. Merriam Junction Trail
10. Rosemount CR 42 Multiuse Trail & Underpass
11. Hwy 149 Trail & Underpass
12. Apple Valley CR 38 Trail
13. Bruce Vento Regional Trail Extension
14. Multiuse Trail along Nicollet Ave, Hwy 13-Cliff Rd
15. Main St/Central Anoka County Regional Trail
16. Samuel Morgan Reg Trail Segments 1 & 4 Reconstr
17. Point Douglas Reg Trail Phase 1 Construction
18. I-35W Frontage Trail/I-35W Minnesota River Crossing
19. CR 73 Oakdale Multiuse Trail

20. Hennepin/Dunwoody Bikeway & Multiuse Trail
21. 70th St Pedestrian Underpass
22. Keats Ave Underpass at Ravine Reg Park
23. MRRT Connection/44th Ave Bike/Ped Improvements
24. Rogers I-94 Pedestrian Bridge
25. Circle the Brick Trail Connection
26. Mounds View High School Trail
27. Old Snelling Trail Extension
28. 63rd Ave Multiuse Trail
29. City of Anoka Hwy 169/Ferry St Underpass
30. Kellogg Blvd Capital City Bikeway, St Peter-7th St
31. Rogers High School & Middle School Ped Tunnel
32. Inver Grove Heights Babcock Trail
33. N Creek Grmw Reg Trail, DT Farmington to 195th St
34. 22nd Ave Ped & Bike Bridge Replacement
35. Century-Greenway Trail
36. Woodbury Gold Line Station Trail & Ped Connections
37. Valley Creek Rd Multiuse Trail
38. CR 32 Multiuse Trail

● Pedestrian

39. Accessibility improvements complement BRT/LRTs
40. Greenway Ave N Multiuse Trail, Hudson to 7th St N
41. Phillips Neighborhood Pedestrian Safety Improvements
42. Maple St/I-94 Pedestrian Bridge Replacement
43. Hwy 41 Pedestrian Improvements in DT Chaska
44. Burns Ave Sidewalk Infill, White Bear-McKnight
45. Inver Grove Heights ADA Ped Ramp Improvements
46. CR 12 Pedestrian Facility

● Safe Routes to School (SRTS)

47. Warner Rd & 72nd St N SRTS Improvements
48. Green Central SRTS Improvements
49. Bidwell St Sidewalk Improvements
50. Crossroads Elementary SRTS
51. MN 41 SRTS Pedestrian Underpass
52. 49th Ave Area SRTS Improvements

7/9/2020

Minnesota River Regional Greenway— Fort Snelling State Park UP Rail Overpass

DAKOTA COUNTY



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

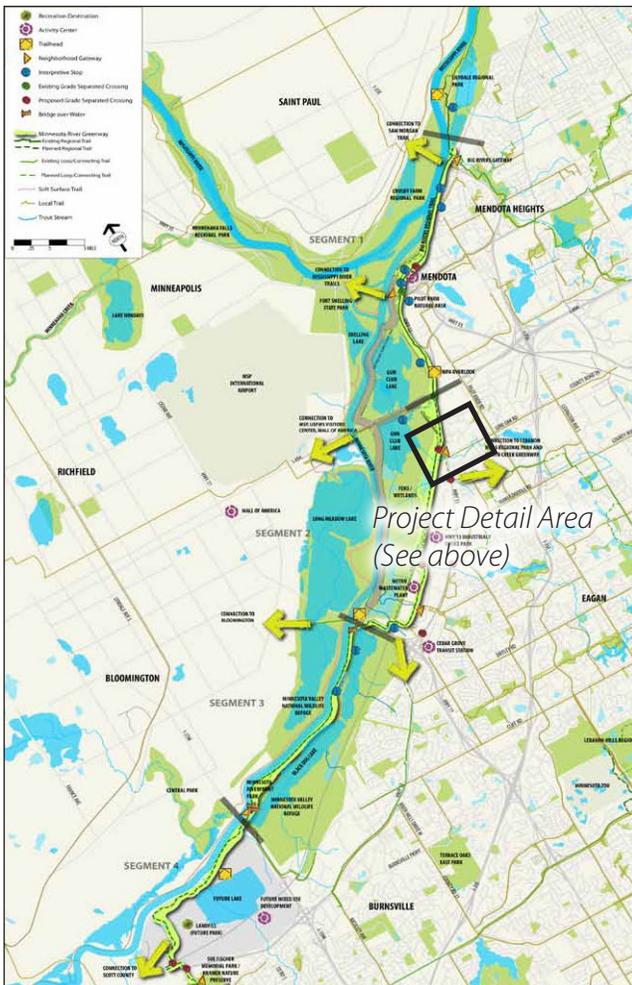
PROJECT DESCRIPTION

The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.4 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 a safe, grade-separated crossing of a major bike and pedestrian barrier, the UP Railroad, between Egan and Fort Snelling State Park/Minnesota River Valley
- » Provides commuters with a safer, scenic, more direct route
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Connects to key bridges over the Minnesota River, including the Cedar Avenue and I-494 bridges
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Connects trails in Burnsville, Egan, Bloomington, Mendota Heights, Minneapolis, Saint Paul and beyond
- » Immerses visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Links a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul with continued collaboration and trail development

Proposed overpass and trail route



Minnesota River Greenway Regional Trail Concept Plan

CITY OF SHAKOPEE

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

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

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

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

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

The City of Shakopee is requesting \$3,139,200 federal funding for this project. The city will match 20% of the estimated project costs which equates to \$784,800. The estimated total project construction cost is \$3,924,000 with an additional \$344,000 of easement acquisition. This project is feasible to start in 2022, if funding is available earlier. Otherwise, the project start date would be in 2024.

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



Applicant – Three Rivers Park District

Project Location – Golden Valley Rd. & Duluth St. (CSAH 66) between Douglas Dr. & Bonnie Ln. in Golden Valley, Hennepin County

Total Project Cost – \$3,202,345

Requested Federal Amount - \$2,561,876

Local Match Amount - \$640,469

Project Description:

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



Proposed project elements include:

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

Project Benefits include:

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

Before Conditions:



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

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



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



After Condition:



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

COON CREEK REGIONAL TRAIL AND PEDESTRIAN BRIDGE OVER COON RAPIDS BOULEVARD



PROJECT MAP:



APPLICANT:

City of Coon Rapids

ROUTE:

CSAH 1

CITY WHERE PROJECT IS LOCATED:

Coon Rapids

COUNTY WHERE PROJECT IS LOCATED:

Anoka

REQUESTED AWARD AMOUNT:

\$2,400,000

TOTAL PROJECT COST:

\$4,750,000

PROJECT DESCRIPTION:

Coon Creek Regional Trail Crossing of Coon Rapids Crosses a Multimodal Transportation Network Barrier.

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

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

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

PROJECT BENEFITS:

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



Existing Conditions



Visualization of Proposed Bridge



Conceptual Plan Rendering

PREPARED BY:



Normandale Boulevard Multiuse Trail Project Summary



Applicant:	City of Bloomington
Project Location:	Normandale Boulevard between Old Shakopee Road and 94th Street
Total Project Cost:	\$5,476,128
Requested Federal Dollars:	\$4,000,000

Project Description:

The proposed project will construct bicycle and pedestrian facilities on Normandale Boulevard (CSAH 34) between Old Shakopee Road (CSAH 1) and W 94th Street. By closing a gap in the local trail network, the project will provide direct, continuous bikeway and pedestrian access to amenities in Bloomington and neighboring communities; improving safety for all modes of travel.

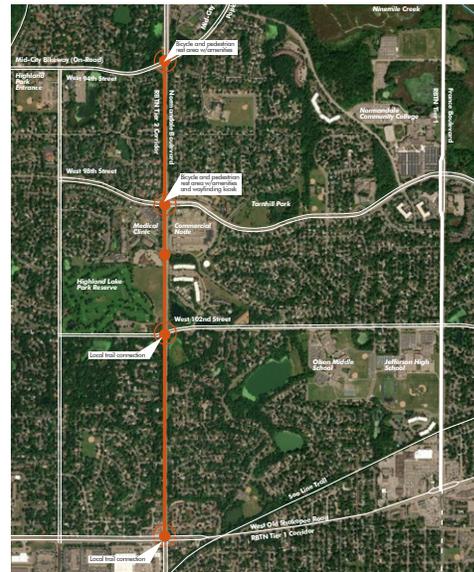
Proposed project elements include:

- A multiuse trail on the west side and multiuse trail or walk on the east side, to be determined by public process
- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized north-south intersections
- Wayfinding to other local and regional bicycle and pedestrian facilities
- Bicycle and pedestrian rest area with amenities at Normandale Boulevard and W 94th Street

Project benefits include:

- Strengthen Bloomington's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous north-south link to and last-mile bicycle and pedestrian facilities to two park-and-rides, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Create a Critical Bicycle Transportation Link by connecting to France Avenue (a Tier 1 RBTN Alignment), Old Shakopee Road (located in a Tier 2 RBTN Corridor), and Hyland Regional Trail (a Tier 2 RBTN Alignment).
- Link to Hyland Regional Trail, Soo Line Corridor Regional Trails, Hyland Bush Regional Park, Normandale Lake Park, and trails to the north of W 94th Street; closing gaps between existing recreation amenities and improving the regional trail network

Project location:



Existing conditions:



53rd Ave Trail and Sidewalk

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

The 53rd Avenue multi-use trail and sidewalk project will close an important gap in the existing bicycle and pedestrian network for both the cities of Fridley and Columbia Heights and contribute to the regional bicycle network as part of a Tier 1 Corridor on the RBTN. The proposed project includes a multi-use trail along the south side of 53rd Avenue, a sidewalk connection along the north side, pedestrian-scaled lighting, ADA-compliant curb ramps, and high visibility crossings to enhance the safety and comfort for pedestrians and bicyclists. The project will provide access to commercial areas, employment, multi-family and single-family housing, and community destinations, while completing a vital segment of the regional network for pedestrian and bicycle circulation.

PROJECT BENEFITS

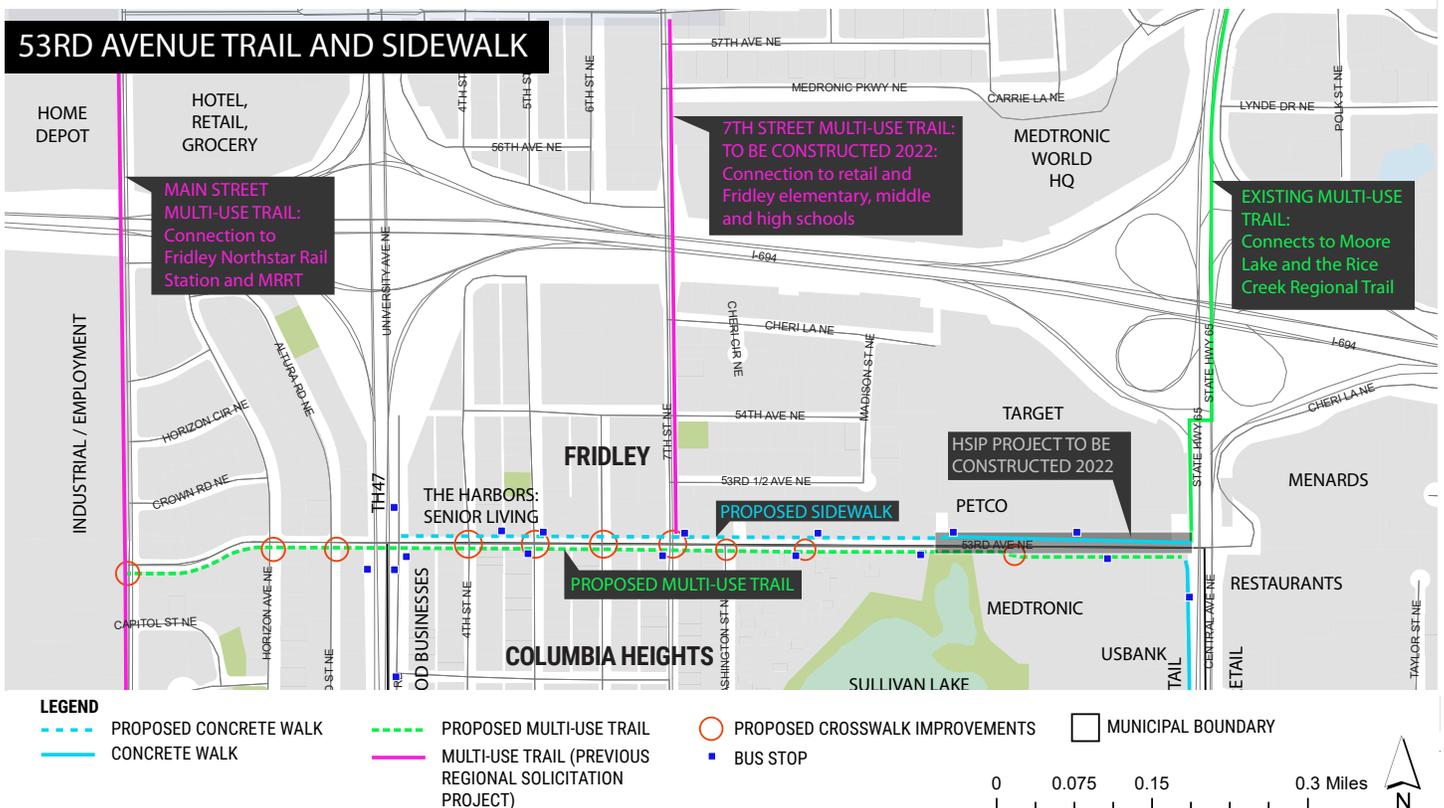
- » The project will fill a gap in the existing bicycle and pedestrian network, serving children, seniors, and families who live and work in the area.
- » The project will benefit residents of both Fridley and Columbia Heights.
- » The project will provide safe access to community destinations such as retail, banking, childcare, restaurants, and more. It will also provide a safe route to nearby employment opportunities.
- » The proposed project will provide larger-scale connections to a future trail on 7th Ave and a recently constructed trail on Main Street and along TH65.
- » This segment will provide future safe access to the proposed Bus Rapid Transit (BRT) along 53rd Ave between Central and University Ave.

Project Location: Fridley and Columbia Heights

Requested Award Amount:	\$1,843,313
Total Project Cost:	\$2,304,142



Evidence of footpaths in the snow along the shoulder where pedestrians currently travel along 53rd Avenue to connect with public transit.





CITY OF MINNETONKA

HENNEPIN COUNTY MINNESOTA



Project Location:

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



Federal \$ Request:

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



Project Benefits:

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

Hopkins Crossroad Multi-Use Trail

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

As the 2nd highest unprogrammed corridor on the City’s list, a feasibility study for the Hopkins Crossroad trail was completed in 2019 to provide more detailed insight on what it will take to implement the project. In addition to its high standing on the City’s Trail Improvement Plan, the Hopkins Crossroad trail is listed in the Hennepin County 2040 Bicycle Transportation Plan and is a Tier 1 Corridor on Metropolitan Council’s Regional Bicycle Transportation Network (RBTN) plan. The trail will provide connection to existing regional trails at its southerly limit at Cedar Lake Road, connection to a Metro Transit Park & Ride facility adjacent to its northerly limit at Wayzata Blvd / I-394, and connection to LH Tanglen Elementary / Hopkins High School campus just east of the project.



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

Extensive coordination with Hennepin County Staff was completed regarding proposed trail and curb geometric requirements, other programmed County safety improvements to the corridor, funding, utility impacts, and right-of-way impacts.



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

MN River Bluffs Regional Trail Project Summary



Applicant:	Carver County
Project Location:	MN River Bluffs Regional Trail between Pioneer Trail and Flying Cloud Drive
Total Project Cost:	\$1,993,400.00
Requested Federal Dollars:	\$1,594,720.00

Project description:

This project will reconstruct and pave a segment of Minnesota River Bluffs Regional Trail, from Pioneer Trail (Hennepin County CSAH 1) to Flying Cloud Drive (Carver County CSAH 61). Minnesota River Bluffs Regional Trail plays a key role in Carver County's alternate transportation infrastructure as both a recreation destination and a commuter route. The project segment is currently closed due to damage from a landslide in 2014. The project will leverage repair work by the Hennepin County Regional Railroad Authority to reopen the segment, providing a continuous eleven-mile, mixed-use trail for residents of Carver County and beyond.

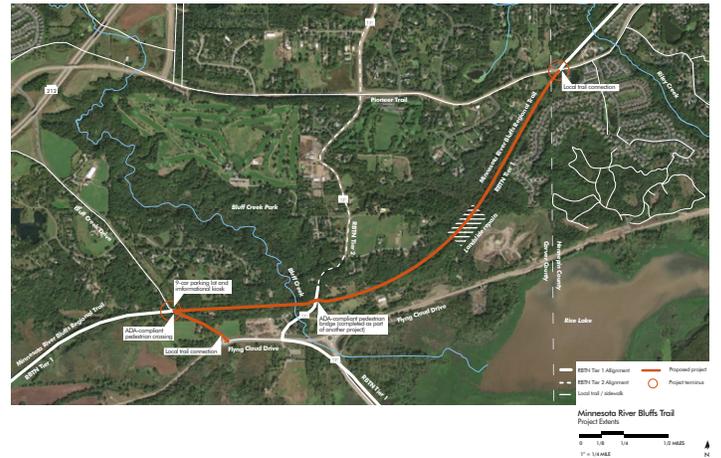
Proposed project elements include:

- Approximately two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, and ADA-compliant pedestrian ramp at west project terminus
- Culvert reconstruction and associated work
- Local trail connection to Flying Cloud Drive

Project benefits include:

- Close gap in an existing RBTN Tier 1 Alignment and a Carver County Regional Destination Trail
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections throughout its length
- Expand trail access for children, senior citizens, and users with disabilities
- Connect the jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St Louis Park, and Downtown Minneapolis
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Connect with the MN River valley, the MN River Valley State Trail, and the Seminary Fen Scientific and Natural Area

Project location:



Existing conditions:



Trail closure at Bluff Creek Drive



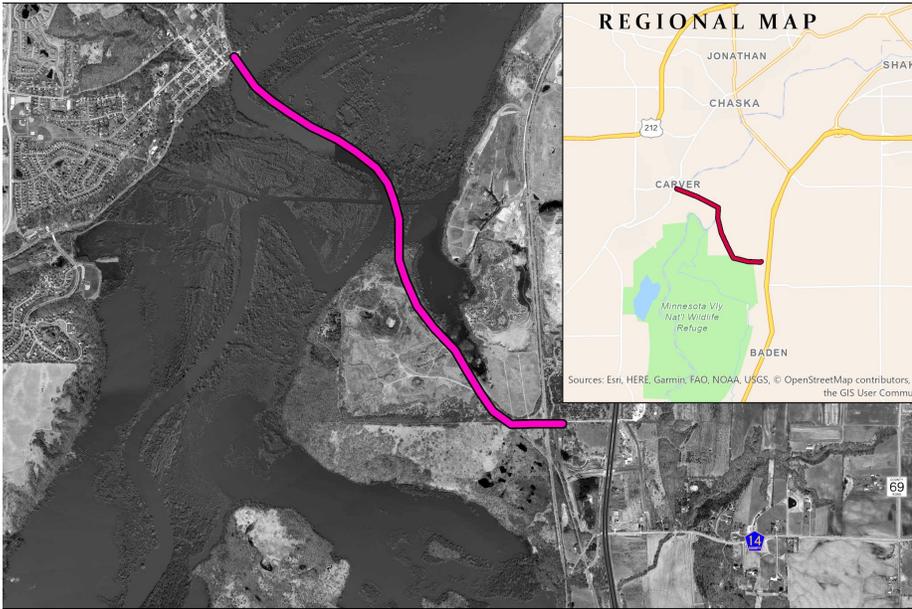
Detour: pedestrians and cyclists must use road shoulder for segment on Pioneer Trail

Merriam Junction Trail Project

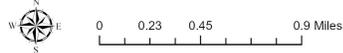
Applicant: Scott County **Counties where project is located:** Scott & Carver

Location: City of Carver and Louisville Township **Requested award amount:** \$5,500,000

Total project cost: \$10,400,000



PROJECT LOCATION MAP



Project Description

The project includes a pedestrian crossing of the Minnesota River from the City of Carver to the Fish and Wildlife Service Louisville Swamp Recreation Area in Scott County. This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers recreational access to many populations in the region. The trail has relatively flat grades, as a former railroad corridor. The trail project has scenic views of the Minnesota River and local wildlife. The project will provide a healthy and safe river crossing alternative for all residents of Scott and Carver counties.

Benefits

- The project will provide a crossing of the Minnesota River and eliminated a gap in the RBTN Tier 2 Corridor.
- By providing this non-motorized pedestrian and bicyclist connection, accessibility for Scott and Carver residents is improved.
- This river crossing provides an alternative recreational area that will increase the quality of life of those whom utilize it.
- The project provides significant safety benefits as it would be the only non-motorized crossing of the Minnesota River from Scott to Carver County.



Rosemount CSAH 42 Trail

DAKOTA COUNTY

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

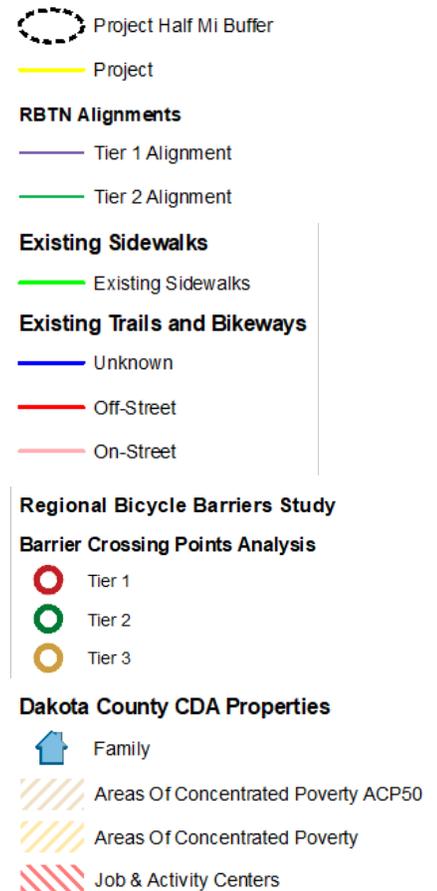
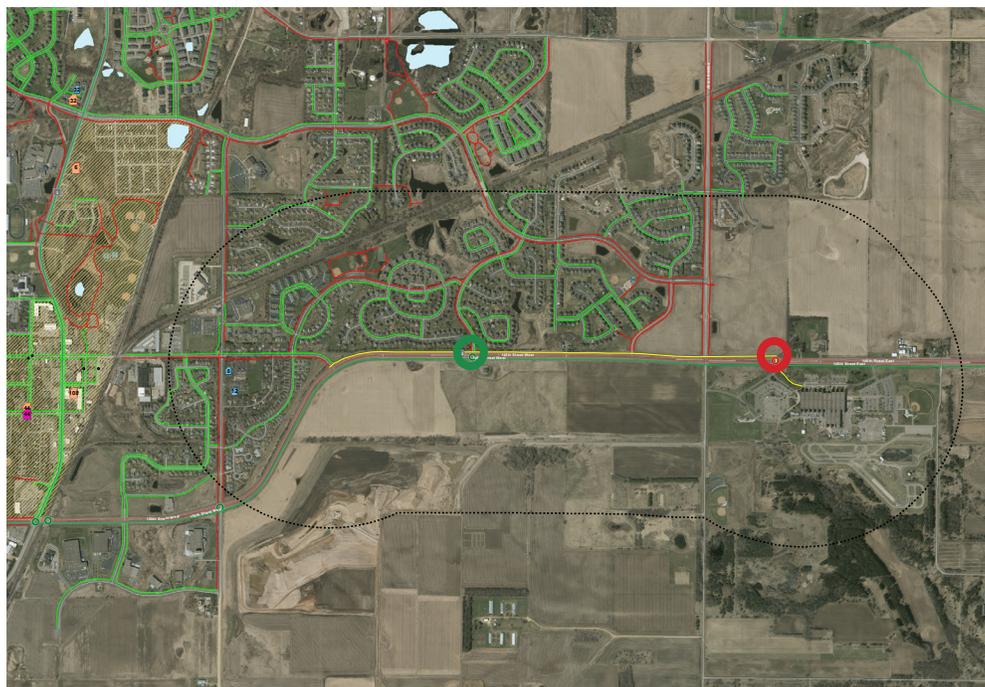
PROJECT DESCRIPTION

The proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of trails including the Vermillion Highlands, Vermillion River, and Rosemount Greenways. From a local perspective, this project will link residents to economic centers (downtown Rosemount), parks, schools (Dakota County Technical College), and transit routes/stations.

This project increases the opportunities for pedestrians and bicyclists to travel safely along and across CSAH 42 by providing an off-street multiuse trail and grade-separated underpass. The proposed underpass removes a barrier to pedestrians/bicyclists, eliminating their interactions with motor vehicle traffic and helping them to safely cross CSAH 42, a 4-lane divided County highway.

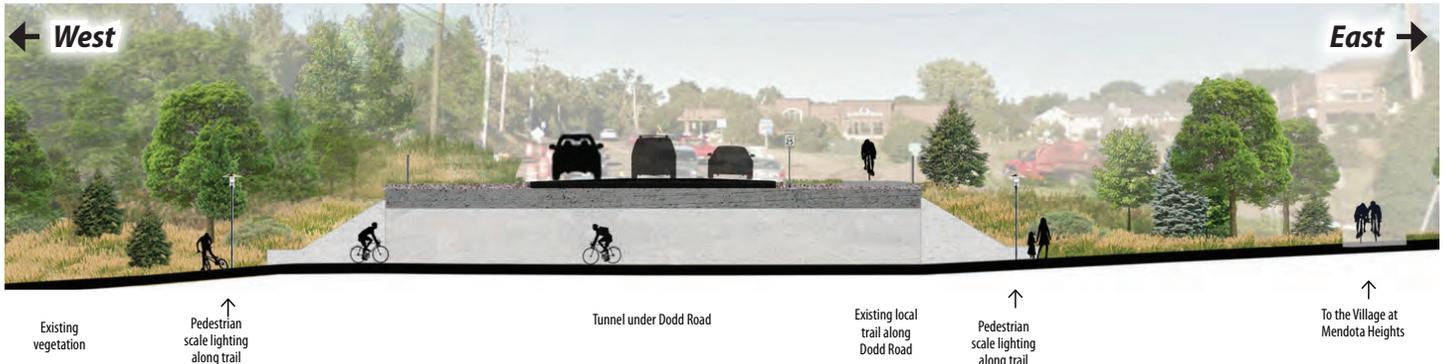
PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point with an underpass across CSAH 42.
- » Trail intersects the Vermillion Highlands Greenway, a trail running from Lebanon Hills Regional Park to Whitetail Woods Regional Park. This Greenway also connects to the Vermillion River and Rosemount Greenways.
- » Proposed underpass will serve both the CSAH 42 trail and the Vermillion Highlands Greenway.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of roadway traffic (e.g., annual average daily traffic in 2018 was 15,900 trips).
- » The proposed project directly serves a growing residential area, as well as the Dakota County Technical College and future community center.
- » Enhances pedestrian/bicycle access to transit (e.g., Rosemount Transit Station).



TH 149 Trail and Underpass

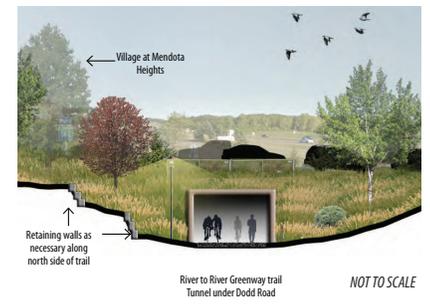
DAKOTA COUNTY



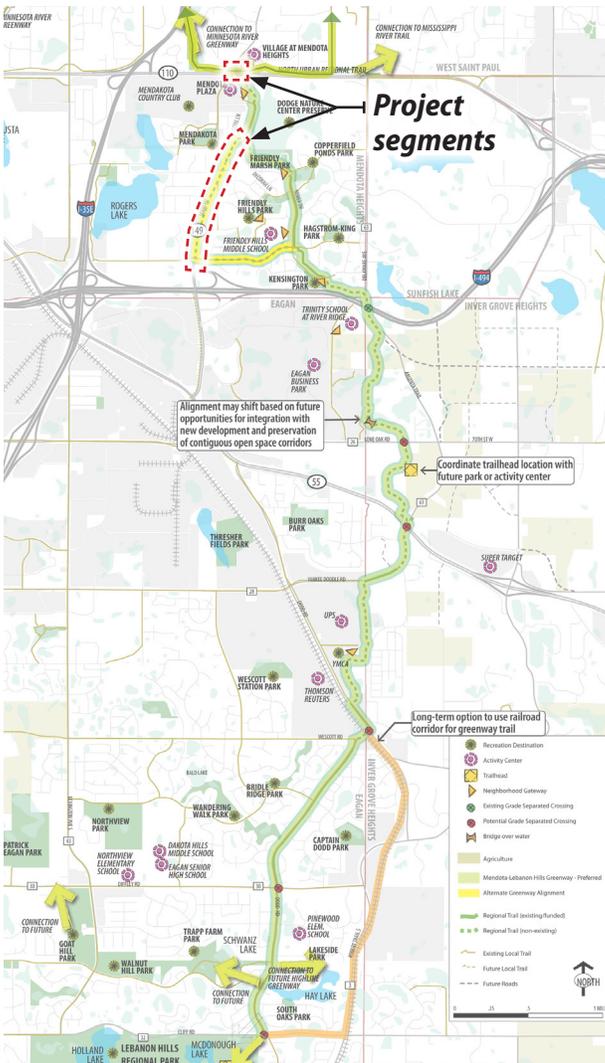
Project Location:	Mendota Heights
Requested Award Amount:	\$2,104,100
Total Project Cost:	\$2,630,125



Recent investment in construction of an underpass under Hwy 62



Conceptual view through underpass looking east



PROJECT DESCRIPTION

The Dodd Rd underpass and trail will complete critical gaps in two planned regional greenways: a grade-separated crossing gap in the River to River Regional Greenway and a 1.6 mile trail gap in the 8.5-mile Mendota to Lebanon Hills Regional Greenway, both important regional trails that provide recreational opportunities and commuting options through several suburban Twin Cities communities. The project is at the intersection of the two greenways: the River to River Greenway, which connects residents of Mendota Heights, West St. Paul, and South St. Paul to the Minneapolis and St. Paul trail systems; and the Mendota to Lebanon Hills Greenway, which links Mendota Heights, Inver Grove Heights, and Eagan.

PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, TH149/Dodd Road, between the Minnesota River and the Mississippi River
- » Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and employees in the immediate area
- » Completes gaps in long planned regional trails between Mendota Heights and South St. Paul, and between Mendota Heights and Eagan
- » Fills a one mile trail gap in the Mendota to Lebanon Hills Greenway Regional Trail
- » Connects trails in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, Eagan, Minneapolis, Saint Paul and beyond

Mendota to Lebanon Hills Greenway Concept Master Plan (2013)

Apple Valley CSAH 38 Trail

CITY OF APPLE VALLEY

Project Location:	Apple Valley
Requested Award Amount:	\$4,000,000
Total Project Cost:	\$5,200,360

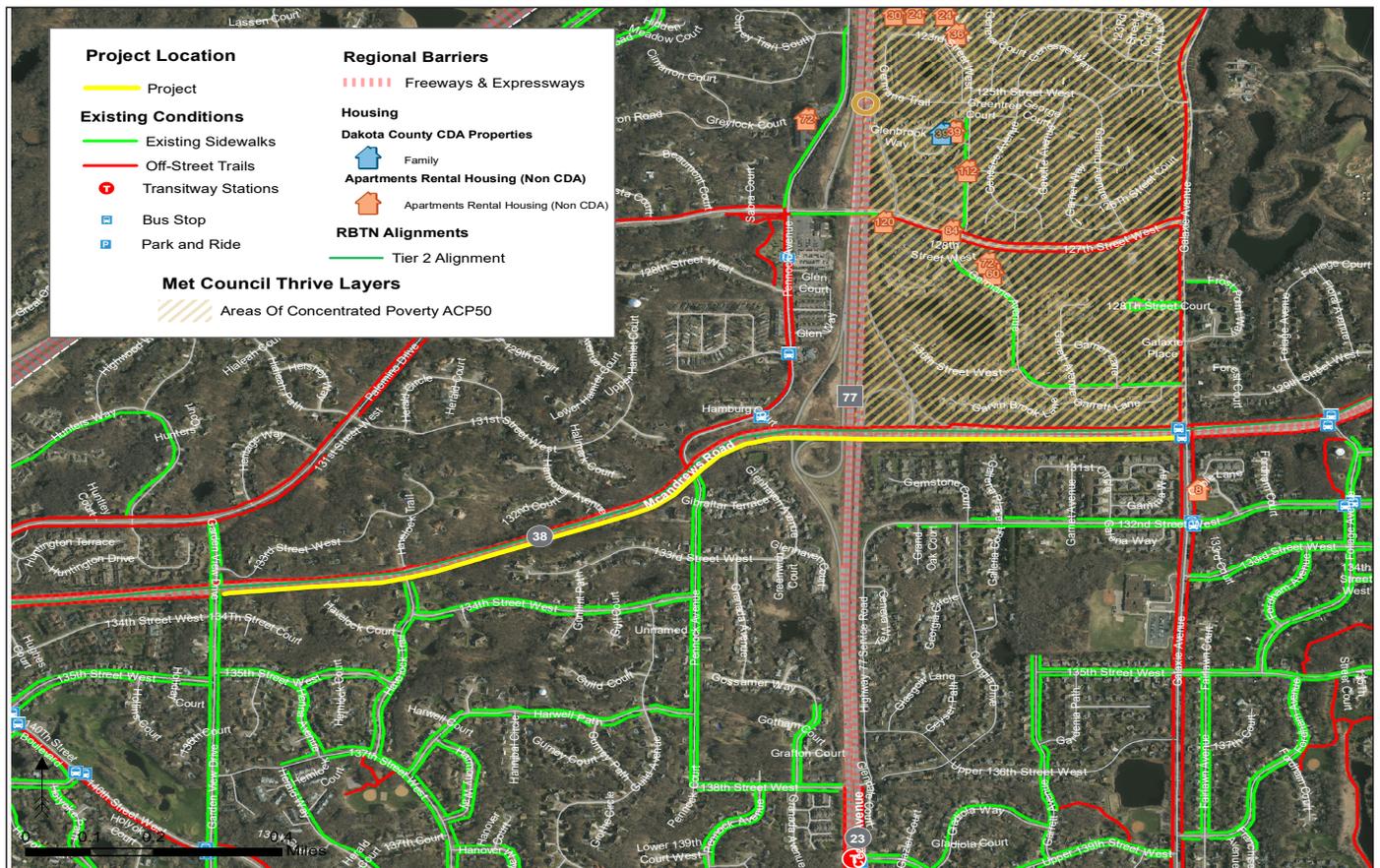
PROJECT DESCRIPTION

The proposed 1.6 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of east-west trails that link Burnsville, Apple Valley, and Rosemont to the Mississippi River and beyond. From a local perspective, this project will link residents to job centers, parks, schools, transit routes/stations (e.g., Metro Red Line BRT), and activity centers (e.g., Lebanon Hills Regional Park and the Minnesota Zoo).

The project is a result of an inadequate trail system that does not provide opportunities for pedestrians/bicyclist to travel on the south side of CSAH 38 safely. Pedestrians and bicyclists are forced to travel on the shoulder of the road, and encounter a barrier when trying to cross Cedar Avenue, where the existing shoulder ceases to exist. The proposed trail will remove this barrier, increasing the safety of all modes of transportation by removing bicyclists/pedestrians from the road onto a separated pathway.

PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point. Currently, those traveling east-west along the south side of CSAH 38 must travel along the shoulder because there are no existing facilities for bicyclists or pedestrians.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of traffic (e.g., annual average daily traffic in 2017 was 25,000 trips).
- » The proposed project directly serves a census tract with an area of concentrated poverty with 50% or more of residents are people of color.
- » Connects to the North Creek Greenway, a 14-mile trail reaching destinations including the Minnesota Zoo, Lebanon Hills Regional Park, and the Vermillion River.
- » Enhances pedestrian/bicycle access to transit (e.g., Metro Red Line BRT).





Bruce Vento Trail Extension: Buerkle Road to White Bear Avenue

Project Overview

The Bruce Vento Regional Trail corridor extends from the east side of downtown Saint Paul to the north County line in White Bear Township. The southern seven-mile segment of the regional trail was completed in 2005 from downtown Saint Paul to Buerkle Road on former Burlington Northern Santa Fe railway, the remaining six miles of the trail is still undeveloped due to active rail use. This project proposes to complete 3 miles of the trail gap from Buerkle Road to White Bear Avenue.

This project provides an alternate regional trail alignment and will complete a major gap in both the Regional Bike Transportation Network (RBTN) and National US Bike Route 41 (USBR 41). This project is the first of two steps to eliminate half of the six mile trail gap in the regional and national trail, and will provide a multiuse trail for pedestrian and bicycles that currently does not exist today for northern communities within Ramsey County. In addition to creating new multimodal facilities, the project will provide critical bicycle and pedestrian connections to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96 and may include connections to other regional trails.

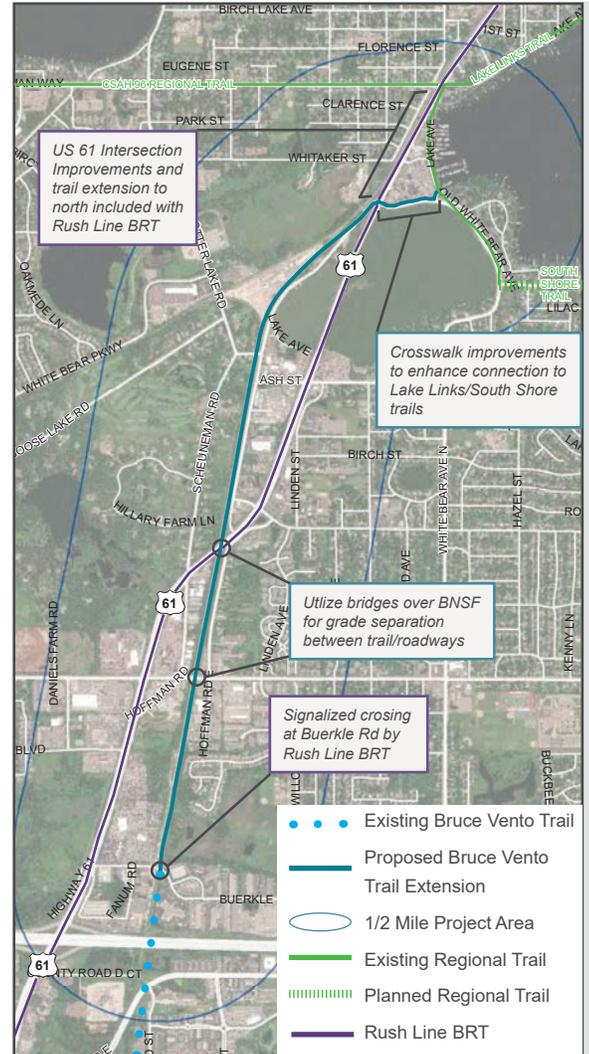
Project Benefits

The benefits to completing this project include:

- Completes three miles of a six mile gap in the regional and national trail system (USBR 41 and RBTN)
- Provides a north-south multiuse trail and pedestrian facilities in an area that does not have separated facilities
- Connects to the Highway 96 Regional Trail, Lake Links Trail, planned South Shore Trail, and sets the stage for future connections to the Hardwood Creek Regional Trail at County Road J
- Connects to several planned Rush Line BRT stations
- Reduces the risk of crashes and conflicts between ped/bikes and vehicles
- Provides safe access to jobs and recreation opportunities for residents within northern Ramsey County
- Adds safe multimodal access to northern Ramsey County communities for populations of youth, elderly, and areas of concentrated poverty living in or near existing trail segments in St. Paul and Maplewood



Existing Conditions



Project Area and Context

Project Summary

Project Name:

Bruce Vento Regional Trail Extension - Buerkle Road to White Bear Avenue

Applicant & Contact:

Ramsey County Parks and Recreation
 Scott Yonke, Director of Planning and Development

651-363-3786

scott.yonke@co.ramsey.com

Project Cost:

\$5,860,000

Requested Federal Amount:

\$4,688,000

Project Schedule:

- 2016-2019 - Preliminary design (complete)
- 2020 - Award
- 2020-2024 - Final design
- 2024-2026 - Construction

Attachment A

Project Name: Multiuse Trail Along Nicollet Avenue Between Trunk Highway 13 and Cliff Road



Applicant: City of Burnsville

Project Location: Nicollet Avenue from Trunk Highway (TH) 13 to Cliff Road (CSAH 32)

Total Project Cost: \$ 950,000

Requested Federal Amount: \$760,000

Local Match: \$190,000 (20% of total)

Project Description:

The City of Burnsville is proposing a multiuse trail along the east side of Nicollet Avenue between TH 13 and Cliff Road. Nicollet Avenue is a Regional Bicycle Transportation Network (RBTN) Tier 1 corridor. A proposed multiuse trail on the east side of Nicollet Avenue would complete a gap in the regional bikeway network and improve regional connectivity. The project will enhance safety and mobility for non-motorized users while improving access to local and regional destinations including the Heart of the City District, Burnsville Transit Station, the planned Orange Line BRT station, Black Dog Trail, and the new I-35W regional bikeway crossing over the Minnesota River.

Project Benefits:

- Complete a gap in regional bikeway network
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improve access to a mix of land uses and existing and planned transit services

Key Connections:

- RBTN (Tier 1 & Tier 2 access)
- Burnsville Transit Station & Park and Ride Lot

Key Connections (cont'd):

- Planned Orange Line BRT Station
- Heart of the City District
- Cliff Fen & Nicollet Commons Parks
- MN Valley Wildlife Refuge
- Black Dog Trail
- Future I-35W Regional Bikeway over the Minnesota River

Project Area:



Attachment B

Existing Conditions



Nicollet Avenue Between TH 13 and Cliff Road (CSAH 32) – facing North



Existing crossing at Nicollet Avenue and TH 13

Attachment A



Project Name: Multiuse Trail Along Nicollet Avenue Main Street (CSAH 14)/Central Anoka County Regional Trail

Applicant: City of Lino Lakes

Project Location: Main Street/CSAH 14 from the east end near I-35W to Lino Lakes Elementary School

Total Project Cost: \$1,220,000

Requested Federal Amount: \$976,000

Local Match: \$244,000

Project Description:

The City of Lino Lakes is proposing a multiuse trail along Main Street (CSAH 14) from the east end near I-35W to Lino Lakes Elementary School. This project would complete a gap in the Central Anoka County Regional Trail system. This portion of Main Street is designated as a Regional Bicycle Transportation Network (RBTN) Tier 2 corridor.

Currently, those using non-motorized means to travel along Main Street use roadway shoulder. Construction of this approximately 1.7 miles long trail would close a gap in the Central Anoka County Regional Trail system. In addition to enhancing the regional trail network, the trail would provide pedestrians and bicyclists a safer environment to walk and bike along this high-speed road. This critical connection would facilitate continuous trips to local and regional destinations for non-motorized users. Project benefits and key connections that would be provided by the trail include:

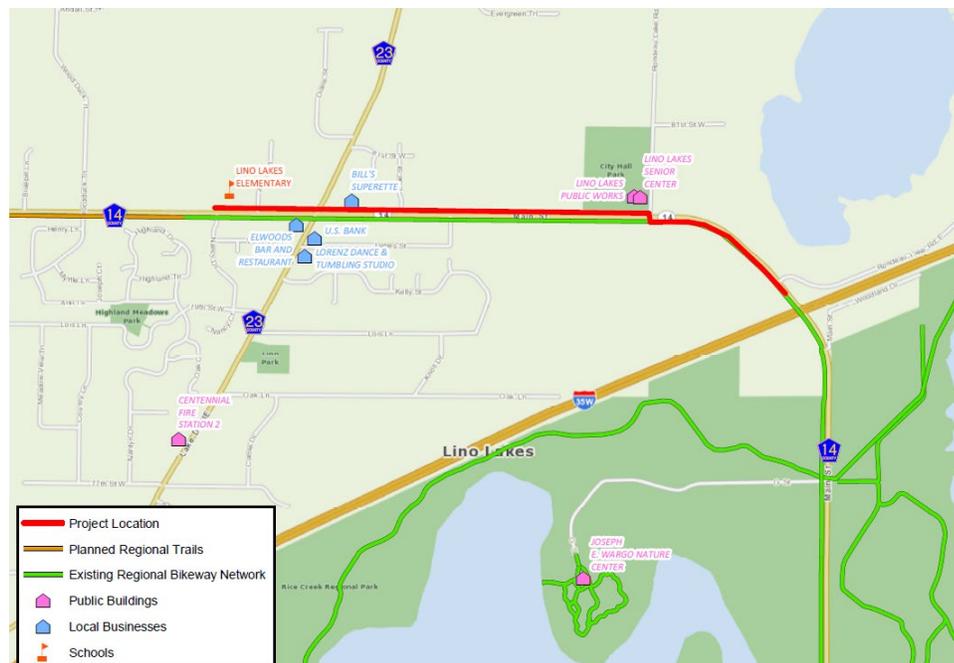
Project Benefits:

- Complete a gap in current regional bikeway network
- Reduce risk of crashes and conflicts between bicyclists/pedestrians and vehicles
- Promote walking and bicycling by providing a pedestrian and bicyclist friendly environment

Key Connections:

- Central Anoka County Regional Trail System
- Rice Creek Regional Park
- Joseph E. Wargo Center
- Lino Lakes Elementary School
- Lino Lakes Senior Center
- Lino Lakes Public Works
- RBTN Tier 2 Alignment

Project Area:



Attachment B

Existing Conditions



Intersection of Main Street (CSAH 14) and West Rondeau Lake Drive; wide shoulder with no barriers between high speed traffic and pedestrians and bicyclists – facing east



Connection to existing trail on the south side of Main Street (CSAH 14) – facing east

Samuel Morgan Regional Trail Segments 1 and 4 Reconstruction Project Summary

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

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

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

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

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

Point Douglas Regional Trail Phase 1 Construction Project Summary

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

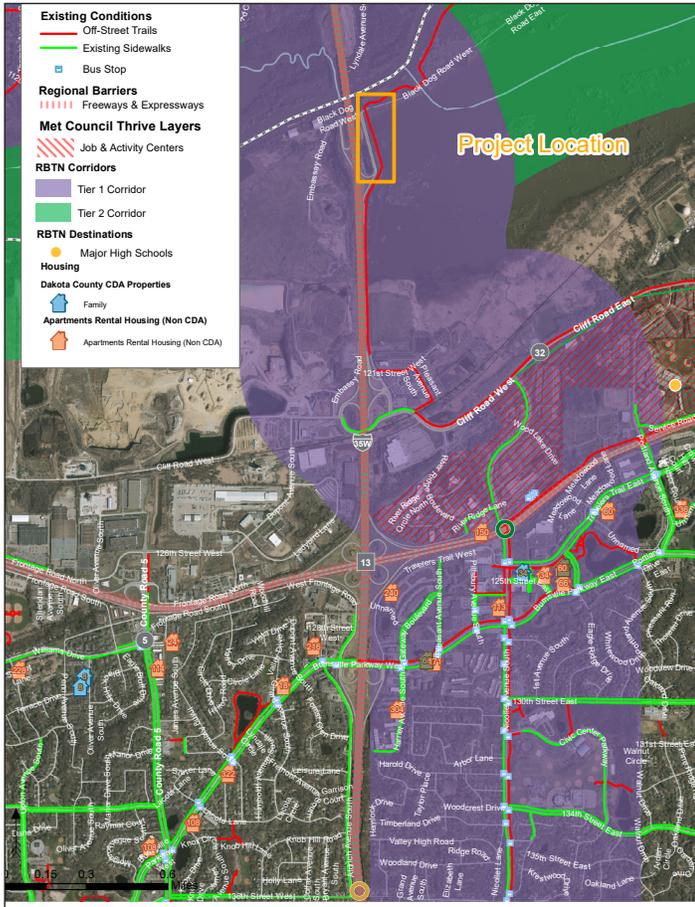
The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul from the southeast neighborhoods of Saint Paul and from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

The construction phase of the project is estimated at \$6,301,162.54, of which, \$5,040,930 is being requested with this application and \$1,260,232.54 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs will also be funded by those sources.

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

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

CITY OF BURNSVILLE



Project Location:	Burnsville
Requested Award Amount:	\$388,000
Total Project Cost:	\$485,000

PROJECT DESCRIPTION

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

PROJECT BENEFITS

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



Proposed Realignment

West St. Paul CSAH 73 Oakdale Trail

MULTI-USE TRAIL



Existing Conditions

PROJECT OVERVIEW

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

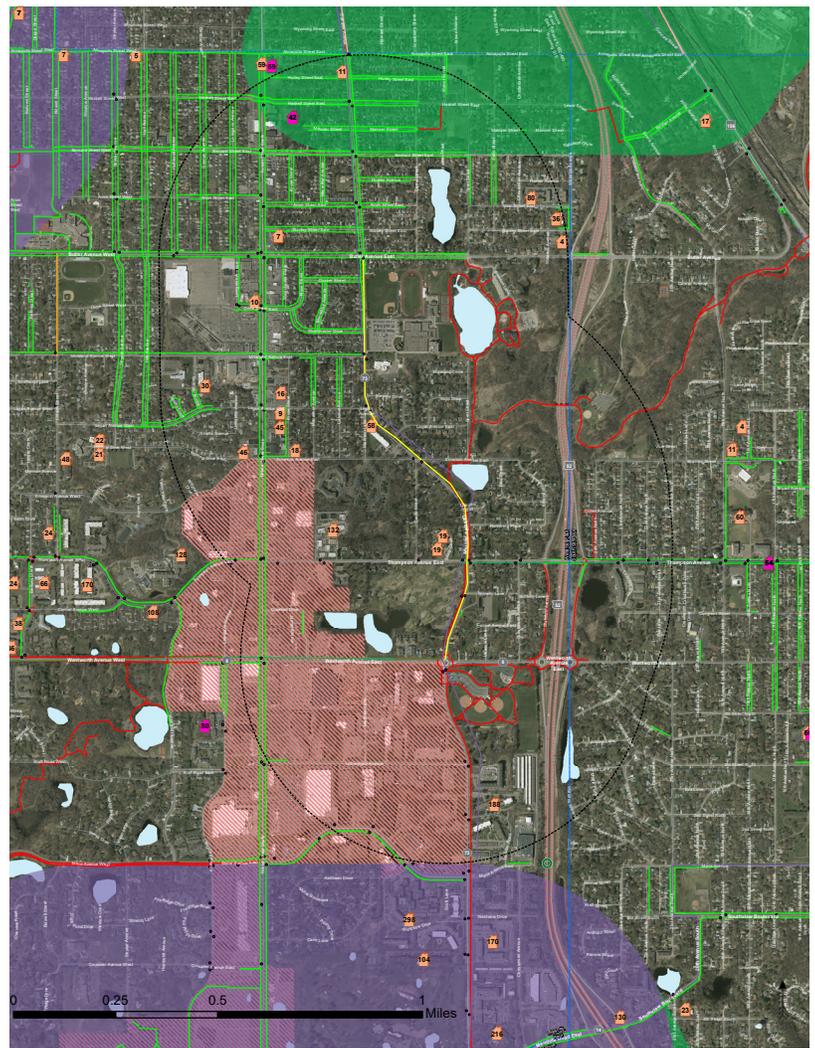
Proposed trail route

PROJECT DESCRIPTION

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

PROJECT BENEFITS

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



Hennepin Dunwoody Bikeway Project

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

Project Overview

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

The project will

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

Benefits

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

Requested federal amount: \$3,760,000

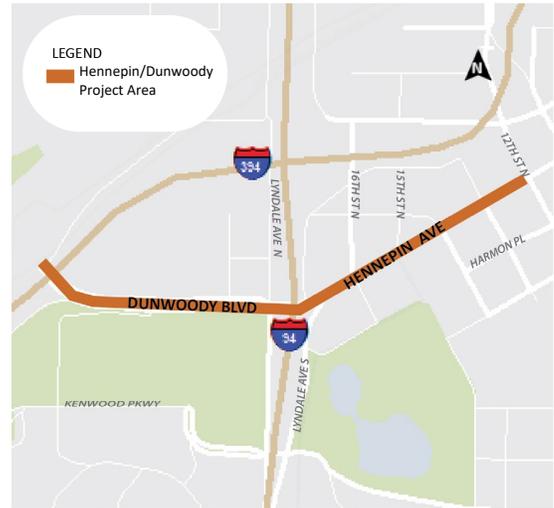
City of Minneapolis Match: \$940,000

Total project cost: \$4,700,000

Project Schedule



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



Project Area



Before Photo

Contact: Luke Hanson
Transportation Planner
Minneapolis Public Works
612-875-7237

luke.hanson@minneapolismn.gov



70th Street (CSAH 22) Pedestrian Underpass at Hardwood Avenue

Location: Cottage Grove, Washington County, MN

Applicant: City of Cottage Grove

Program Area: Regional Solicitation – Bicycle and Pedestrian Facilities

Project Cost: \$1,737,115

Requested Award Amount: \$1,389,690

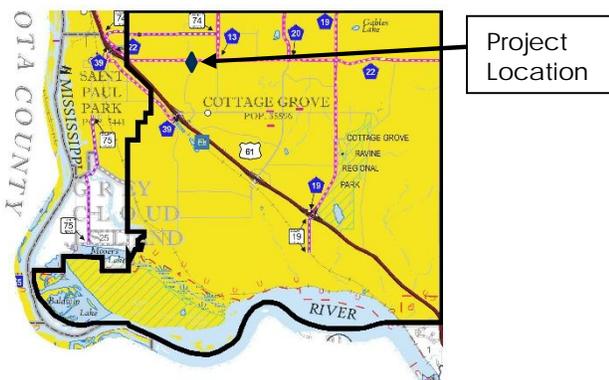
Proposed Project: The proposed project is to install an underpass under CSAH 22 at the intersection of Hardwood Avenue. Scope includes the construction of concrete box culvert, grading, base preparation, bituminous surfacing, lighting, and landscaping.

Project Background: The City and its residents recognize CSAH 22 as a barrier in the community; it separates the northern part of the community from the southern. Residents were alarmed by the inability of pedestrians to safely cross the intersection to simply travel to parks, connect with regional trail networks, or enjoy the commercial and retail area of the community. The residents used a grass roots approach to advocate with Washington County and the City and were instrumental in getting a traffic signal installed in at the intersection in November of 2008. Even with the signal, CSAH 22 continues to be an intimidating intersection to cross for pedestrians and remains a physical barrier.

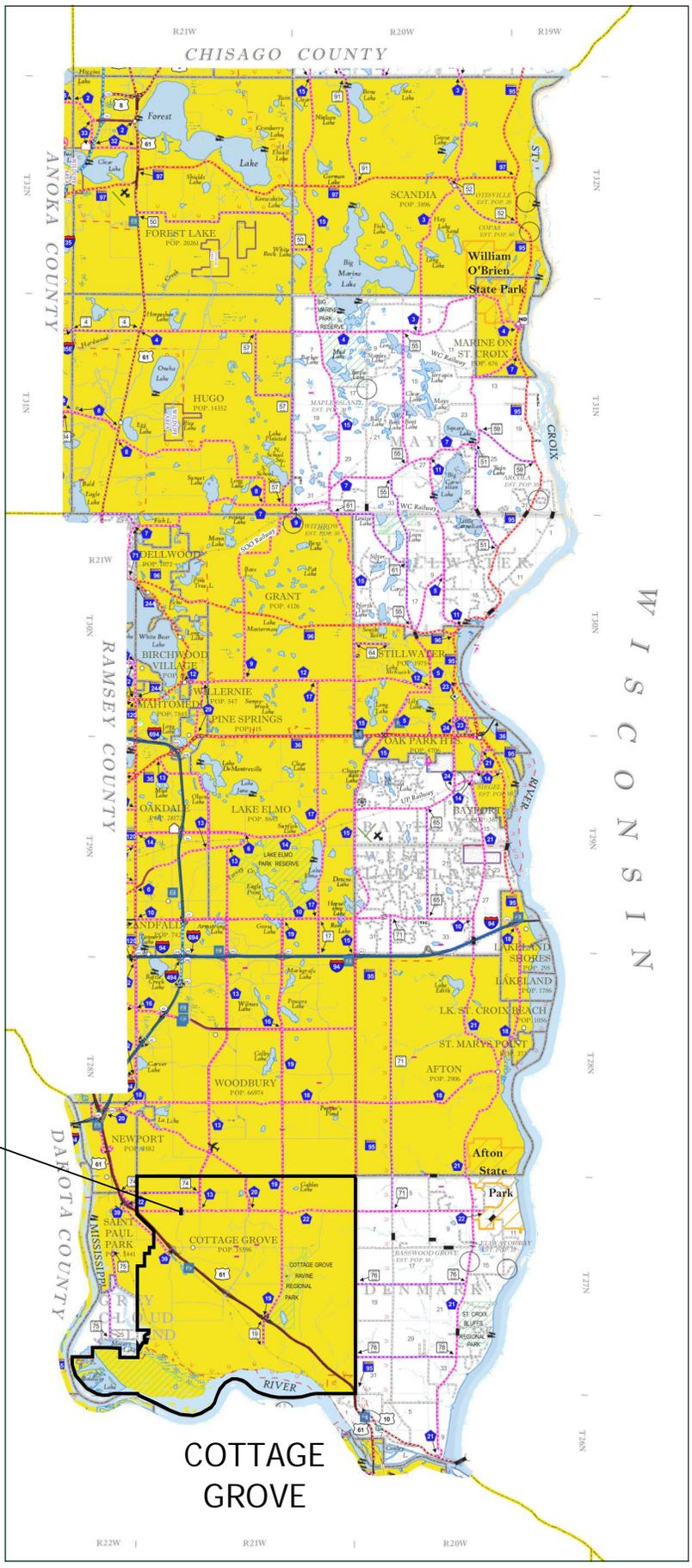
Project Benefits:

- No right-of-way will be required to construct the proposed project. All land needed for the project is either County or City owned.
 - The proposed pedestrian underpass will be the only grade separated crossing along the CSAH 22 corridor. CSAH 22 will see a projected 20,000 ADT in 2030 and is a vital link to the City's East Ravine Development area of mixed use, single family residential, commercial and retail.
 - The underpass and connecting trails will be designed to State Aid and AASHTO Standards.
 - The underpass will achieve connectivity to the region and the city's trail network as outlined in the City's Comprehensive Plan.
 - The underpass will connect neighborhoods and regional trail users to Hidden Valley Pond, which provides the most accessible fishing opportunity in the city.
 - The underpass will connect neighborhoods to the north and regional trail users to the Cottage Grove Bike Park, one of the largest Bike Parks in the Midwest region.
-

Project Supporters: Washington County, Minnesota Department of Natural Resources, Minnesota Off-Road Cyclists



PROJECT
LOCATION



LOCATION MAP

CITY OF COTTAGE GROVE, MN

FIGURE: 1

70TH STREET (CSAH 22) PEDESTRIAN UNDERPASS

Keats Ave (CSAH 19) Pedestrian Underpass at Ravine Regional Park

Location: Cottage Grove, Washington County, MN

Applicant: City of Cottage Grove

Program Area: Regional Solicitation – Bicycle and Pedestrian Facilities

Project Cost: \$2,242,421

Requested Award Amount: \$1,793,936

Proposed Project: This project proposes to construct a pedestrian underpass at Keats Avenue (CSAH 19) and Ravine Regional Park in the City of Cottage Grove. Scope includes the construction of concrete box culvert, grading, base preparation, bituminous surfacing, lighting, landscaping and trail connections.

Project Background: Washington County, the City of Cottage Grove, and its residents recognize Keats Avenue (CSAH 19) as a barrier to the many community assets located along the corridor, in particular to Ravine Regional Park. Feedback from open houses on the Greenway Corridor found that the public is interested in linking the regional trail along Keats Avenue (CSAH 19) to Cottage Grove Ravine Regional Park, however, residents expressed the need for a safe crossing on this segment of Keats Avenue.

Project Benefits:

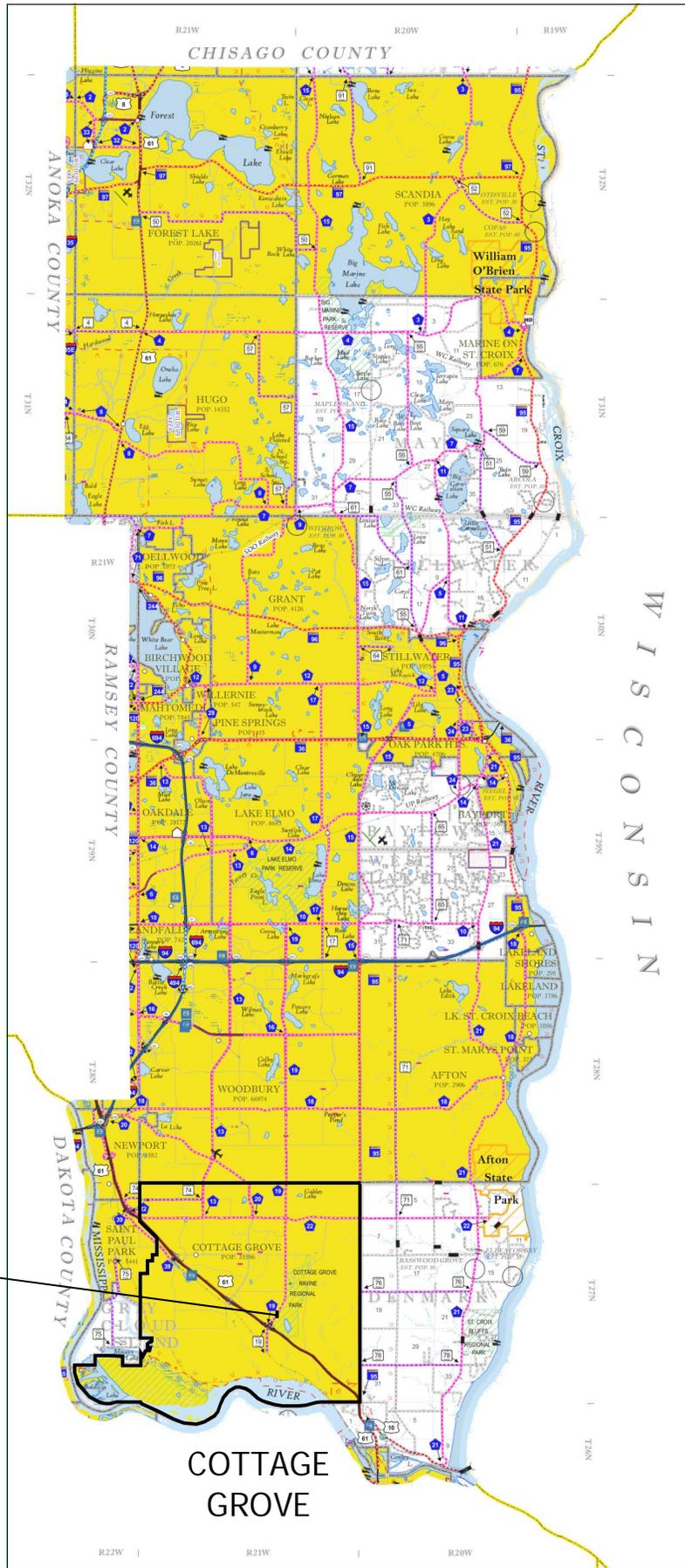
- As an undivided road with a current ADT volume of 6,900 and a posted speed limit of 55 mph, Keats Avenue presents a physical and psychological barrier to pedestrians and bicyclists using the regional trail system to access parks and essential community services.
- The underpass and connecting trails will be designed to State Aid and AASHTO Standards to provide a safe, comfortable crossing for all users.
- The underpass will achieve connectivity to the region and the city's trail network as outlined in the City's Comprehensive Plan.
- Within a half-mile of the proposed crossing along Keats Avenue contains several community facilities: Ravine Regional Park, Washington County's Cottage Grove Service Center, the Cottage Grove City Hall complex, Career Force Employment Center, the Cottage Grove HERO Center, the SWWD Central Draw Overflow (CDO) facilities, and the planned Greenway Regional Trail Corridor.
- The steep terrain along Keats Avenue (CSAH 19) provides favorable topography for an underpass just north of the main park entrance.
- Minimal right-of-way will be required to construct the proposed project.

Additional Project Supporters: Washington County and South Washington Watershed District



Project Location





PROJECT LOCATION

COTTAGE GROVE

LOCATION MAP

CITY OF COTTAGE GROVE, MN
 KEATS AVENUE (CSAH 19) PEDESTRIAN UNDERPASS

FIGURE: 1



MRRT Connection / 44th Avenue Bicycle and Pedestrian Improvements

Applicant: Anoka County

Route: 44th Avenue (CSAH 2) between Main Street and East River Road (CSAH 1)

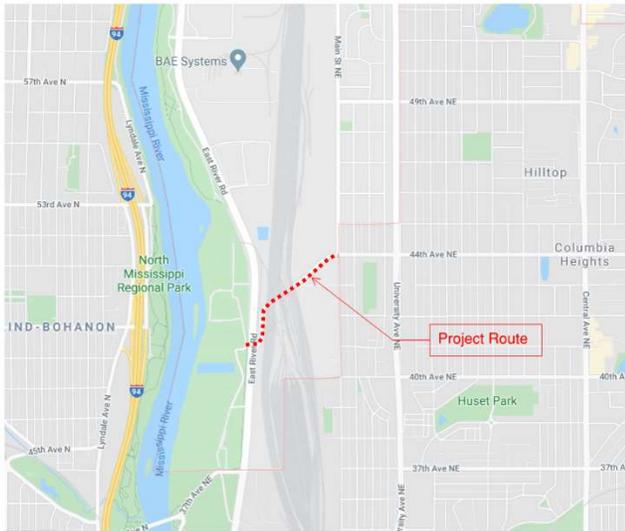
County: Anoka

City: Fridley

Request Award Amount: \$1,832,000.00

Total Project Cost: \$2,290,000.00

Map:



Before Photo:



Project Description:

Installation of a .6 mile off-road multi-use trail along 44th Avenue (CSAH 2) in Fridley from Main Street to East River Road (CSAH 1). This includes reconfiguration of barriers and travel lanes on the 44th Avenue bridge to accommodate the separated multi-use trail. ADA ramps will be added or upgraded where needed at the Main Street and East River Road intersections. The multi-use trail closes a gap between the off-road multi-use trail along Main Street and the Mississippi River Regional Trail, A RBTN Tier 1 alignment, on the west side of East River Road. This connection is only one of 3 grade separated crossings of the Burlington Northern Santa Fe (BNSF) Northtown rail yard between 61st Ave north of 1-694 and St. Anthony Parkway, a distance of approximately 3.5 miles. The rail yard is a critical barrier for those who live and work in Fridley, Columbia Heights, and Hilltop to gain access to the MRRT, regional recreation opportunities, and the Mississippi River.

Project Benefits:

This project will provide an ADA accessible off-road pedestrian and bicycle facility. Currently bicycles travel on-road. There are no pedestrian facilities between Main Street and the bridge abutment. There is a 4' concrete walk on the bridge that is not ADA accessible. This project is listed as a High Priority project in the City of Fridley Active Transportation plan. There are limited crossings of the BNSF Northtown yard and rail line. This is a needed barrier crossing improvement for connectivity between communities and a RBTN Tier 1 alignment and recreational opportunities along the river.

Rogers I-94 Pedestrian Bridge

Project Summary

Applicant— City of Rogers

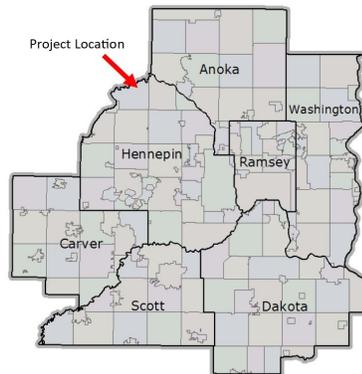
Project Location— Pedestrian Overpass of Interstate I-94 from Hynes Road and 137th Avenue

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



Project Description:

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



Before Conditions:



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



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



Proposed project elements include:

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

Project Benefits include:

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



RENDERING B - WESTBOUND I-94

After Conditions:

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



Circle the Brick Trail Project



Project Location:

South side of CSAH 61, within the City of Chaska, along an abandoned C & NW Rail line



Federal \$ Request:

Federal: \$1,261,632
 Local Match: \$315,408
 Project Total: \$1,577,040



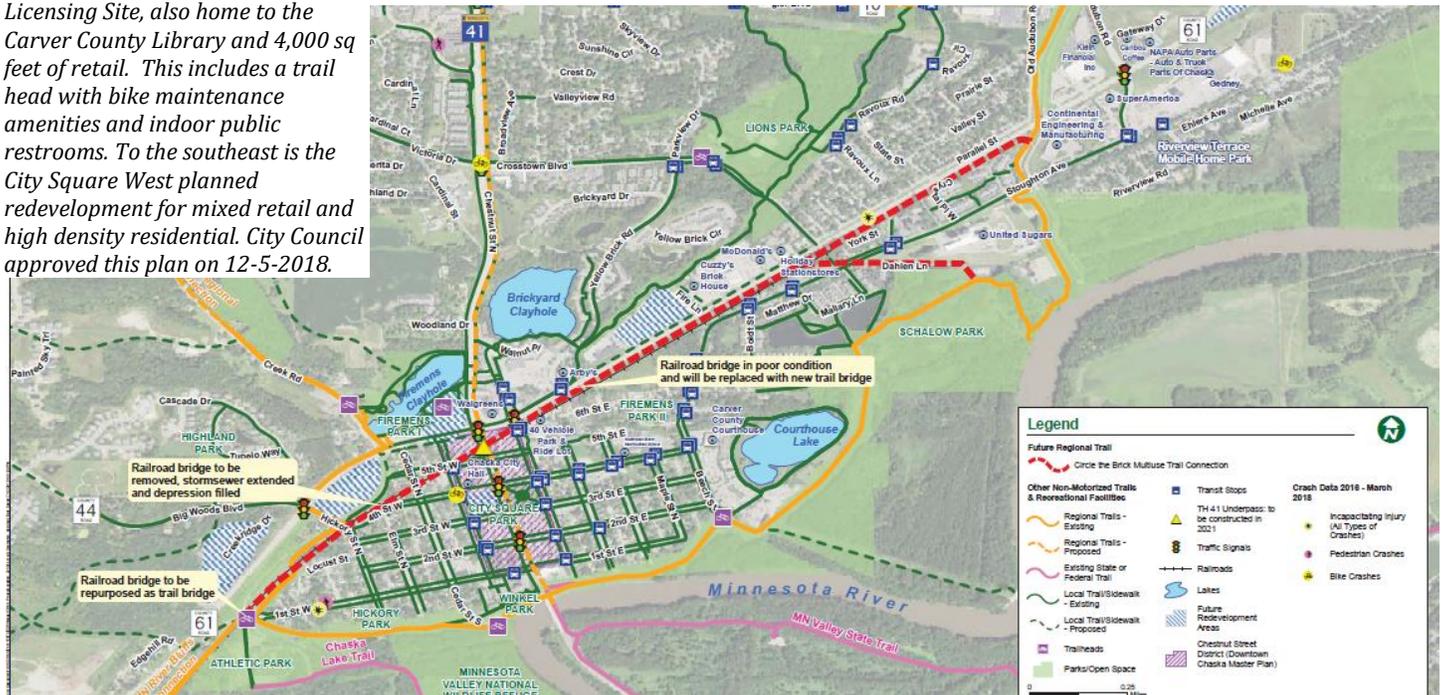
Project connection to the near future Licensing Site, also home to the Carver County Library and 4,000 sq feet of retail. This includes a trail head with bike maintenance amenities and indoor public restrooms. To the southeast is the City Square West planned redevelopment for mixed retail and high density residential. City Council approved this plan on 12-5-2018.

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

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

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

This project is a key piece in other City, County, and MnDOT extensive planning and investments to improve safety and mobility for all users along TH 41 and CSAH 61 within and connecting to the downtown. This project will utilize the 2022 pedestrian underpass of TH 41 and connect into the downtown streetscape expansion along TH 41 from CSAH 61 to south of the Minnesota River Bridge.



Project Name: Mounds View High School Trail Project
 Application Category: Multiuse Trails and Bicycle Facilities
 Applicant: City of Arden Hills
 City: Arden Hills
 County: Ramsey County
 Route: Lake Valentine Road to Old Highway 10 to County Road E2
 Federal Award Requested:
 Total Project Cost: \$1,218,670.00

The Mounds View High School project offers a wide variety of benefits to the community. The proposed trail project will fill gaps within the larger regional trail network, creating connections to new communities. With the addition of these newfound connections, the community will therefore grow and form new relationships. It is Arden Hills goal to increase the unity and cohesion within the community and encourage residents to seek out those relationships. The Mounds View High School trail project will provide an important connection to the Mounds View High School. The project would be used daily by both students and teachers commuting to and from the high school either via walking or bicycle. As a result of the connection to the high school, pedestrians and bicyclists will remain safe and have a much quicker, direct route to their destination. Residents will also be connected to various destinations, such as the newly redeveloped Valentine Park, Tony Schmidt Regional Park, jobs, and much more. Since residents of low-income populations are more likely to not own a vehicle, the proposed trail project will allow them more access to a wide variety of jobs, schools, and more. The city of Arden Hills wants to provide all residents the same opportunities regardless of their socio-economic status. Among all these goals and benefits is the underlying benefit of improving the overall health of the community. With the connection to the regional trail network, residents will be encouraged to use the trails and pleased to find the new connections.



Trail going north at the intersection of County Road E2 and Old Highway 10



Trail going west at intersection of Lake Valentine Road and Old Highway 10 towards Mounds View High School



Trail end at east parking lot at Mounds View High School

Project Name: Old Snelling Trail Extension Project

Applicant: City of Arden Hills

Application Category: Multiuse Trails and Bicycle Facilities

City: Arden Hills

County: Ramsey County

Route: Trail adjacent to Old Highway 10 from Lake Valentine Road to Wedgewood Circle

Federal Award Requested:

Total Project Cost: \$2,115,200.00

To enhance the trail network, improve pedestrian safety, and provide recreation opportunities within the City of Arden Hills, the City is proposing to construct an extension of the City's trail system adjacent to Old Snelling Avenue, County State Aid Highway 76 (minor arterial) from Lake Valentine Road (major collector) to Wedgewood Circle (local). The proposed project will remove a significant gap in the trail system and address safety concerns for non-motorized travel through the corridor. Currently, pedestrians and bicyclists are using the narrow space along the edge of vehicle travel lanes for CSAH 76. The proposed trail segment provides an important connection in the City's trail network and is the next crucial segment to eventually connect trail systems in the cities of Arden Hills, New Brighton and Shoreview. The project consists of constructing approximately 38,000 square feet of 10 foot wide bituminous pavement multi-use trail adjacent to the west side of CSAH 76. Project improvements include ADA curb ramps, retaining walls, signage, and drainage improvements to accommodate installation of the new trail segment. The City of Arden Hills has funded and constructed three previous trail segments along CSAH 76, County Road E, and Lake Valentine Road over the past five years. The proposed project will expand the trail network and improve safe pedestrian connections for Mounds View High School (Enrollment 1,794), Bethel University (Enrollment 4,500) and Valentine Hills Elementary (Enrollment 642). The project is one of the last remaining segments to connect these facilities and residents within the western portion of Arden Hills to the Long Lake Regional Trail system.



Trail going north on Old Highway 10 at intersection of Lake Valentine Road & County Road E2



Trail continuing north adjacent to Old Highway 10



Trail reaching Wedgewood Circle

Project Summary

63rd Avenue Multi-use Trail



Applicant – City of Brooklyn Park

Project Location – 63rd Avenue between Mendelssohn Avenue and West Broadway in Brooklyn Park, Hennepin County

Total Project Cost – \$930,000

Requested Federal Dollars - \$744,000

Project Description:

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



- Improves the area's livability, supports active living and provides a non-motorized transportation option for those without access to a vehicle;
- Enables car-free trips to existing and future recreation amenities including Eagle Lake Regional Park in Maple Grove, Crystal Lake Regional Trail, Shingle Creek Regional Trail, Rush Creek Regional Trail, Twin Lakes Regional Trail promoting equitable access to natural resources; and
- Improves continuity between jurisdictions by providing a continuous facility to Maple Grove and their existing trail system to the west, and Brooklyn Center to the east. In combination with the regional trail network, the project connects these communities to Osseo, Maple Grove, Robbinsdale, Golden Valley, Minneapolis, and beyond.

Proposed project elements include:

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

Project benefits include:

- Provides a safe and comfortable corridor for all ages, abilities, and travel modes;
- Links to four existing transit routes and connects to bicycle and pedestrian facilities at the future LRT 63rd Avenue station (existing park and ride facility);
- Increase transit ridership service area by enabling 'last mile' trips by bike or foot;
- In combination with future LRT station facilities, continues onto the existing Crystal Lake Regional Trail / CSAH 81 (Tier 1 alignment), which will connect with the Grand Rounds Trail, providing a direct, protected route to employment hubs in Golden Valley and Downtown Minneapolis;

Existing Conditions:



Sidewalk Gap beginning at 63rd Avenue & Mendelssohn Avenue



Cyclist shares lane with vehicular traffic at 63rd Avenue & West Broadway Avenue



City of Anoka:

T.H. 169/Ferry Street Underpass



Applicant, Location, & Route:

City of Anoka, T.H.
169/Ferry Street,
Mississippi River Regional
Trail Corridor



Application Category:

Multiuse Trail & Bike
Facilities



Funding Information:

**Requested Award
Amount:**
\$1,440,000
Local Match: \$360,000
Project Total: \$1,800,000



Match \$ Sources:

- City of Anoka



Project Fast Facts:

- Tier One Priority Regional Bicycle Transportation Network Corridor
- Underpass connects to the Mississippi River and Rum River Regional Trails as well as the local trail and sidewalk network.
- 51,000 vehicles per day on T.H. 169/Ferry St

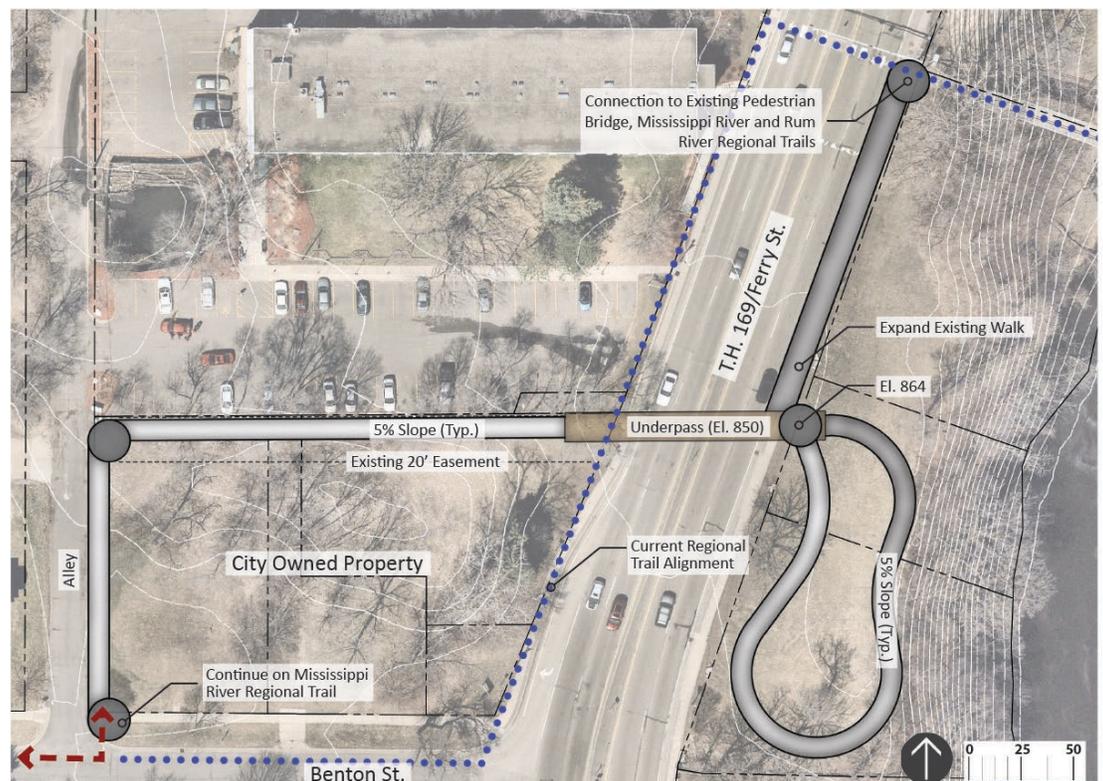
Project Overview

With the support of MnDOT to remove the existing at-grade, signalized crossing, this project will replace it with an underpass and trail connections to the pedestrian bridge across the Rum River and the regional trail system. This project will improve ADA accessibility and eliminate the conflict point between vehicles and bicycles/pedestrians. Required right-of-way has been acquired by the City of Anoka. This project is anticipated to positively impact all users, both local and regional, of these facilities.

Project Benefits

The existing signalized crossing creates a conflict point between regional trail users and vehicles and acts as a barrier to trail continuity.

- The construction of this underpass will benefit vehicles on T.H. 169 by separating uses and eliminating the midblock crossing. Vehicular mobility can expect to improve and the crashes as seen the last 10 years eliminated.
- For the trail user, the underpass will allow for improved safety, greater continuity, and enhanced user experience.
 - Providing a designated non-motorized accessible route will ensure a safe and positive experience for all ages and experience levels.
 - Wait times at the signal will be eliminated and improved continuity will be achieved to local and regional destinations.
 - The proposed improvements will eliminate the roadway as a barrier and will create more of a park like experience



Kellogg Boulevard Capital City Bikeway Phase II

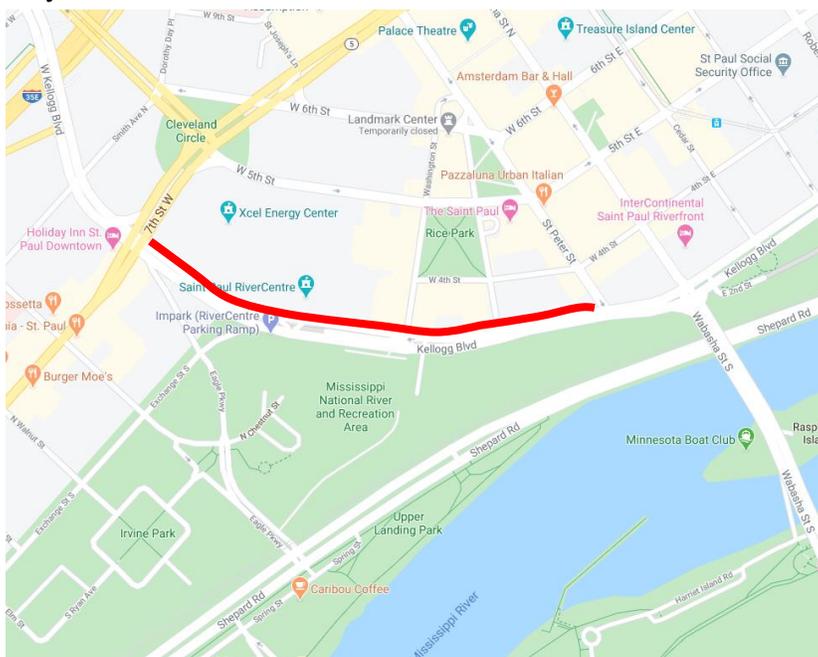
Project Summary

Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the north side of Kellogg Boulevard from West 7th Street to Saint Peter Street. The bikeway will be part of the Capital City Bikeway, an iconic network of off-street trails throughout downtown Saint Paul. The project will be an extension of the bikeway constructed on Jackson Street in 2016-2018, and an extension of the Kellogg Boulevard Capital City Bikeway Phase I project, which will construct the bikeway between Jackson Street and Saint Peter Street in 2023. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

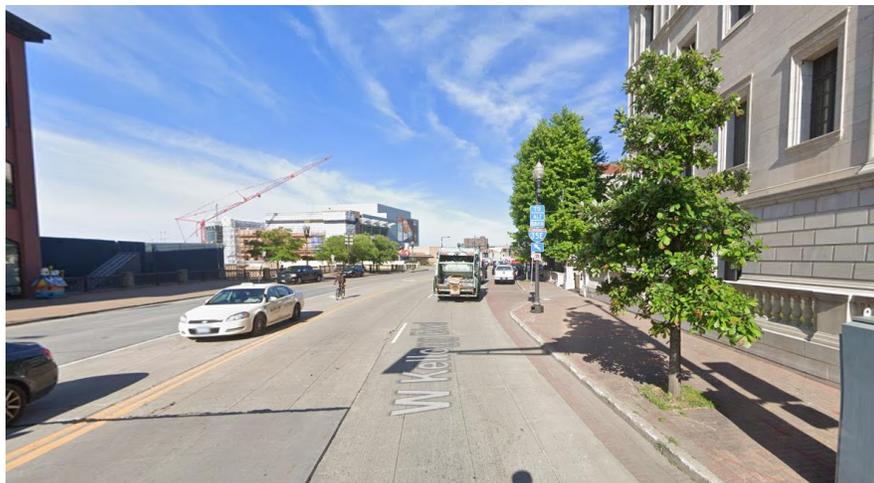
Cost: \$5,500,000 federal; \$1,444,759 local; \$6,944,759 total

Project Location:



Existing Conditions:

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



Rogers High School and Middle School Pedestrian Tunnel

Project Summary

Applicant— City of Rogers

Project Location— Pedestrian Underpass at Rogers High School and Middle School

Total Project Cost — \$1,354,164 **Requested Federal Amount**— \$1,083,331 **Local Match Amount**— \$270,833



Project Description:

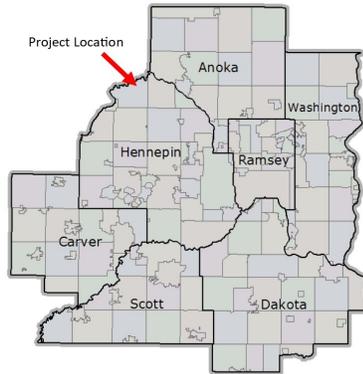
This project will construct a pedestrian tunnel under Hennepin County Highway 144 eliminating pedestrians from crossing the road.

Proposed project elements include:

- Construct a multi-use trail connecting Rogers High School and Middle School
- Underpass tunnel will allow safe pedestrian travel between the two school sites
- Proposed underpass will be 100 feet

Project Benefits include:

- The project will provide safe pedestrian access to both the Rogers High School and Middle School.
- Pedestrian Crossing will be a section of the Crow River Regional Trail and will allow users safe crossings.
- Underpass will eliminate students, faculty, and residents from crossing at a signalized intersection and safely connects a number athletic fields in the City, mainly North Community Park and Rogers Activity Center

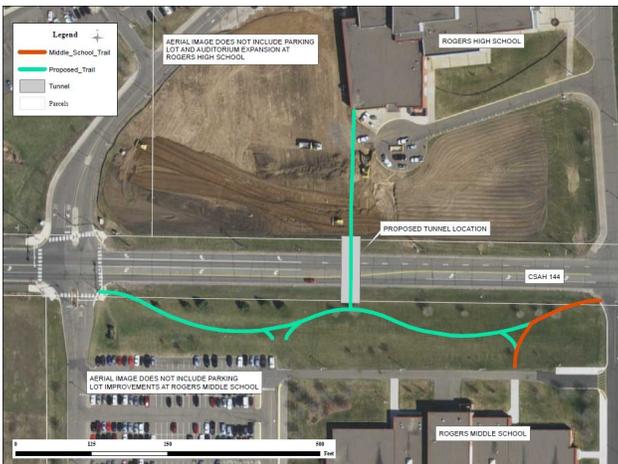


Before Conditions:

Proposed Crossing: Looking south towards Rogers Middle School.



Proposed Crossing: Looking north to Rogers High School, pedestrian tunnel location will cross underneath CSAH 144

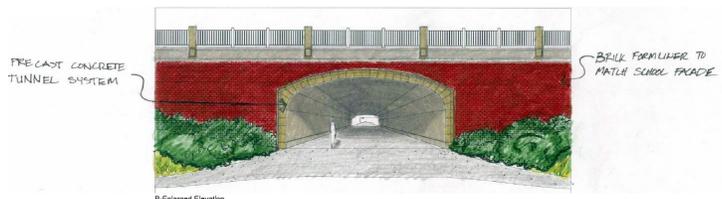


After Conditions:

Pedestrian Tunnel: Rendering of the finished Pedestrian Tunnel underneath CSAH 144 near Rogers High School and Middle School in Rogers, Minnesota



A-Overall Elevation



B-Enlarged Elevation

Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

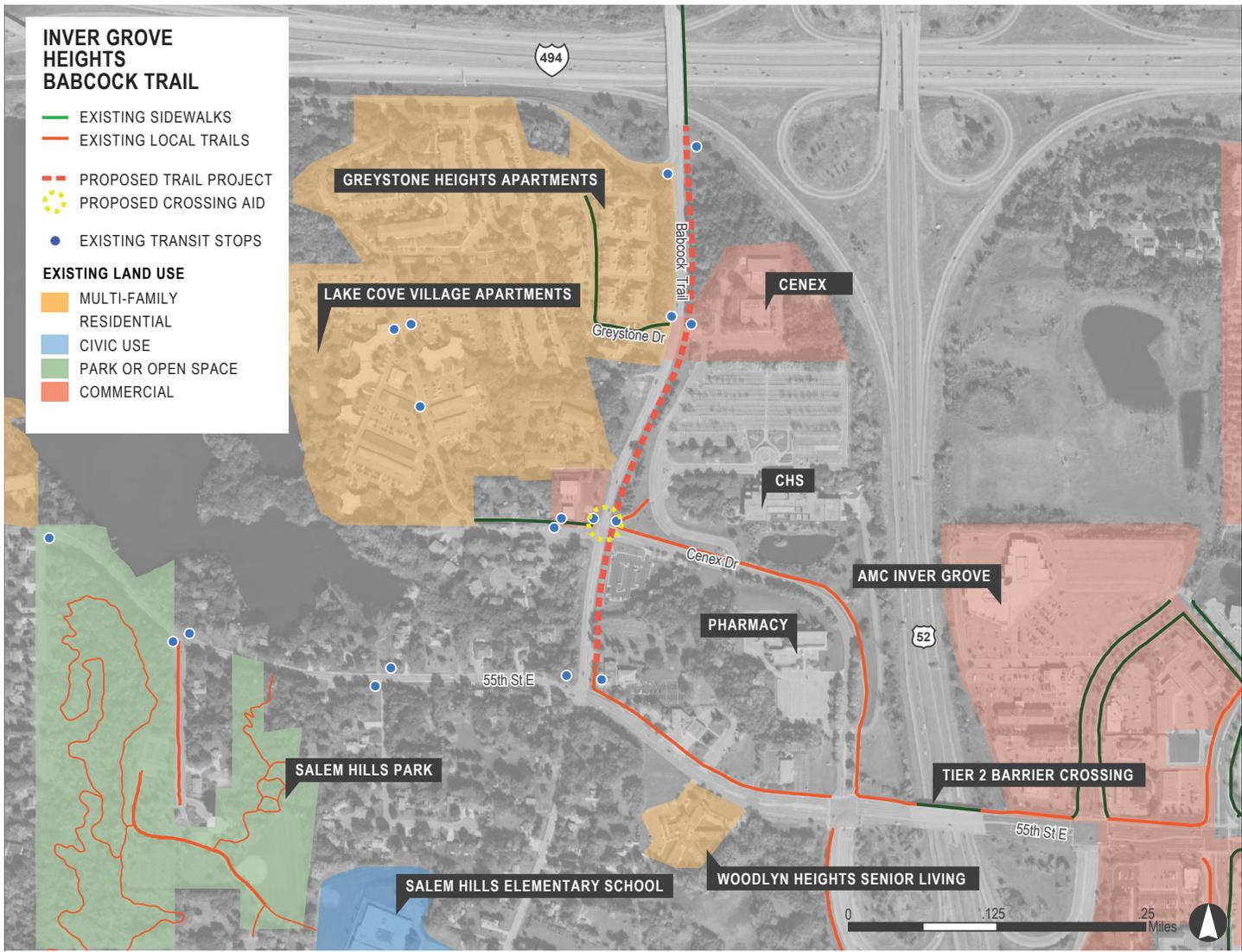
The Inver Grove Heights Babcock Trail will complete a critical gap in the bicycle and pedestrian network for the City of Inver Grove Heights. The proposed trail will be an 8-foot multi-use trail with curb ramps, crosswalk improvements, and retaining walls where necessary to meet ADA standards. A 5-foot vegetative buffer will separate trail users from roadway traffic. The entire project lies within a tier two RBTN corridor with high-demand for bike and pedestrian facilities.

Project Location: Inver Grove Heights

Requested Award Amount:	\$383,040
Total Project Cost:	\$478,800

PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 E.
- » Fills a gap in the regional trail network with strengthened connections to the River to River Greenway and the Mississippi River Regional Trail.
- » Provides safer connections to transit links
- » Employees at nearby businesses will gain a safer area in which to travel to and from work, and to recreate.
- » Direct access to neighborhood amenities including a place of worship, convenience store, and restaurant for residents in the area.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail that meets ADA standards.



Project Area



North Creek Greenway Regional Trail

DOWNTOWN FARMINGTON TO 195TH STREET

PROJECT DESCRIPTION

The completion of this segment of the North Creek Greenway will fill a high-priority gap in the RBTN and provide a vital connection for non-motorized travel between the northern neighborhoods of Farmington, Empire Township and the employment areas in downtown Farmington. This segment would serve numerous populations and user groups, connect to surrounding trails, and provide a safe method of travel as a completely off-road experience. The project includes a 10' wide multi-use trail approximately 1.6 miles in length and a bridge crossing of the North Branch of the Vermillion River. This project will serve as the last major segment of the North Creek Greenway Regional Trail between Apple Valley and Downtown Farmington.



Project Area

Project Location: Farmington

Requested Award Amount: \$1,411,200

Total Project Cost: \$1,764,000



View from Deerbrooke Path towards the wetland to the west

PROJECT BENEFITS

- » Provides a direct trail connection to River View Elementary School and Levi P. Dodge Middle School.
- » Fills a gap within a Tier 2 RBTN Corridor.
- » Provides local, non-motorized access to downtown Farmington, employment areas, nearby neighborhoods, trails and parks with a completely off-road trail experience with no roadway conflicts.
- » Completes the last major gap in the North Creek Greenway Regional Trail, and establishes a vital connection between the cities of Apple Valley and downtown Farmington.
- » The proposed trail segment and river crossing will serve multiple user-groups and demographics; students, elderly, low-income populations, residents lacking in means of motor-vehicle transportation or financial means of public transportation methods, and users with disabilities or require mobility aids.
- » The proposed trail segment can be utilized for both recreational purposes as well as transportation to local employment or retail destinations.
- » Trail amenities, such as seating, wayfinding, and interpretation will enhance the user experience.

22nd Avenue Pedestrian and Bicycle Bridge Replacement



Project Description

The proposed pedestrian and bicycle bridge will replace the existing 22nd Avenue pedestrian bridge over I-94 in Minneapolis, and bring this crossing into alignment with modern bicycle, pedestrian, and Americans with Disabilities Act (ADA) standards. This bridge crossing was constructed prior to the adoption of ADA standards, and as such, has non-compliant approaches.

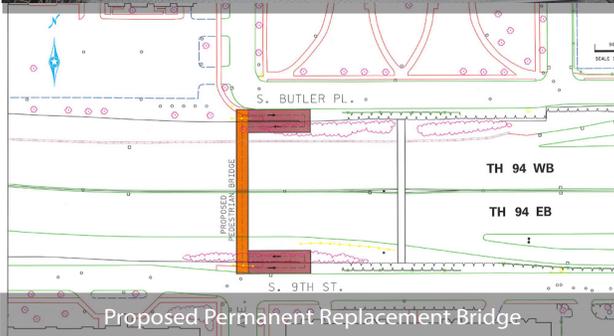
The original structure, span and approaches, were built in 1962 at only 8 feet wide and with steep approach grades, in excess of the ADA maximum running slope of 5%. An 8-foot path from edge to edge, is a substandard bridge width for a shared-use pedestrian and bicycle facility in an area that experiences high volumes of non-motorized traffic.

This bridge crossing is located in a high-density area of Minneapolis and close to regional destinations such as the University of Minnesota, and Downtown Minneapolis, as well as other destinations such as Augsburg University, and the Fairview Riverside Medical Campus, all of which likely contribute to the high levels of existing usage.

Existing Conditions

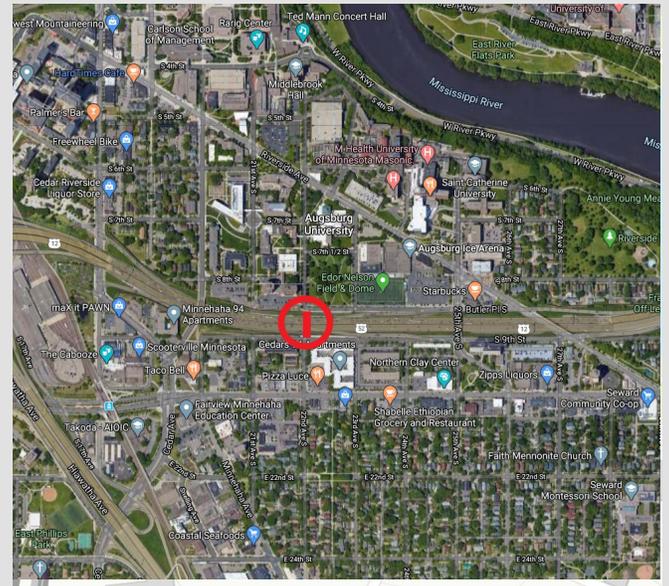


Existing Temporary Replacement Bridge



Proposed Permanent Replacement Bridge

Project Map



Project Location

Project Info

Project Name: 22nd Avenue Pedestrian/Bicycle Bridge Replacement

Applicant: City of Minneapolis

Route: 22nd Avenue at I94

FEDERAL AMOUNT: \$3,145,000

MATCH AMOUNT: \$786,250 (Minimum of 20% of the project total)

PROJECT TOTAL: \$3,931,250

Project Benefits

The new 14-foot wide bridge will have ADA accessible approaches (maximum 5% grade), lighting, and include aesthetic enhancements. A new bridge in this location will better serve the many pedestrians and bicyclists that already use the bridge, be accessible to people that cannot use the current bridge due to the steep slopes on the bridge approaches, and provide a safer alternative to nearby crossings of I-94 at higher-traffic interchange locations.

To request this document in an alternative format, or for reasonable accommodations, please contact:
Luke Hanson with Minneapolis Public Works Department at 612-673-6175 or luke.hanson@minneapolismn.gov

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157
Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500

METRO Gold Line Century-Greenway Trail



Project Location

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



Funding Request

Federal: \$ 825,865

Local Match: \$ 206,466

Project Total: \$ 1,032,331



Project Goals

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

Project Summary

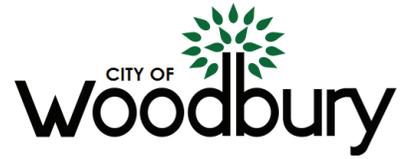
The Century-Greenway trail will be a 10 foot bituminous multiuse trail adjacent to Hudson Boulevard between Century Avenue and Greenway Avenue serving the communities of Landfall and Oakdale. The proposed trail will build a Tier 1 RBTN alignment and connect community members to the future METRO Gold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

Summary of Benefits

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



Gold Line Station Trail & Pedestrian Connections within the City of Woodbury



As part of the Metro Gold Line BRT Project to be complete by 2024, Bielenberg Drive through Woodbury will be reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This project proposes five new multi-use trail segments located along or connecting to Bielenberg Drive and the new BRT corridor. Each proposed trail segment will fill significant gaps in the city’s bike and pedestrian trail network and contribute to achieving Metro Transit’s goals of connecting people across the region to job centers, housing options, transit stations and key destinations.



Hudson Road has no safe ped/bike access

Within a half-mile walk of the three Woodbury Gold Line stations are five of the City’s 10 major and regional employers, and two regional commercial and service destinations. The Woodbury Tamarack Station is an Employment Station intended for family waged job opportunities and is already anchored by existing major employers such as 3M and Medtronic. The Woodbury Theatre Station and I-94 Park-and-Ride Station are Commerce Stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.



Tamarack Rd and Bielenberg Dr trail voids

The City of Woodbury has worked with Metro Transit and Washington County to coordinate all components of cohesively ensuring optimal transit service, including strategic station location and access to park and ride lots. This trail and pedestrian connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale. The project will fill trail gaps in the non-motorized network while connecting Woodbury residents and regional employers to buses departing every 10-15 minutes and operating all-day, seven days a week, with quick access to Downtown St. Paul and the Metro Green Line. Trail improvements will include a broad strategy of both on- and off-road designs, with specific designs being dictated by location constraints and connectivity to adjacent infrastructure. Each segment will be new, multi-use 10’ paved trail providing sufficient space for biking and walking along each trail to reach transit, jobs, amenities, and services.



New neighborhood connection



Guider Drive lacks trail and safe crossing from high-density housing

This project will directly benefit low-income populations, the elderly, children, persons with disabilities, and persons of color. Between 2000 and 2010, racial diversity in Woodbury doubled from 10 to 20% now placing it among the highest in the Twin Cities. 27% of households near the project site are cost burdened and 10% of the household residents have a disability.



METRO Gold Line Station Typologies Map

Project Details

- 2 miles of new paved bike and pedestrian trails connections
- Direct connection to BRT stations (2024) and Bus Rapid Transit Oriented Development (BRTOD)
- In 2012, a fatal pedestrian crash and a severe injury pedestrian crash occurred in the project area
- Federal Request: \$686,700 + Local Match: \$171,675 = Total project cost: \$858,375

CSAH 16-Valley Creek Road Multiuse Trail Project



Project Location:

The Valley Creek Road Multiuse Trail project will fill an existing gap in the trail network in the City of Woodbury between Queens Drive and Tower Drive.



Federal Funds Request:

Federal: \$ 508,000

Local Match: \$ 127,000

Project Total: \$ 635,000



Project Goals:

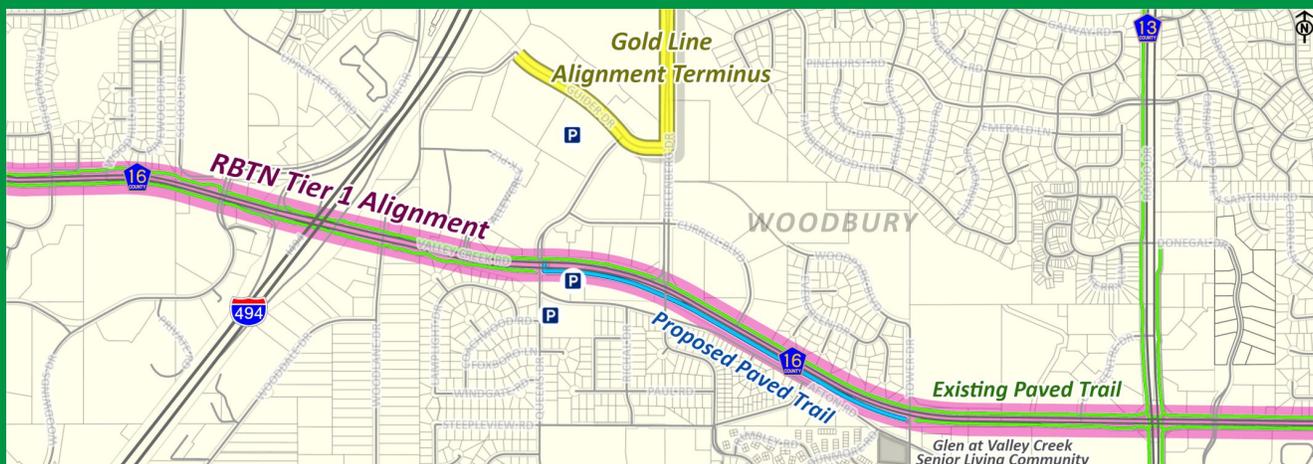
- Enhancing Safety
- Strengthening Multimodal Connections to the METRO Gold Line

Project Summary

The Valley Creek Road Multiuse Trail project will close an existing gap on a Tier 1 RBTN Alignment between Queens Drive and Tower Drive in the City of Woodbury. The project is located within 1/4 mile of the eastern terminus of METRO Gold Line and adjacent to a Metro Transit Park & Ride offering Route 351 and Route 353 service to downtown Saint Paul and Minneapolis and proposed Route 323 service to Sun Ray Transit Center in Saint Paul. The eastern limits of the project are within 500 feet of the Glen at Valley Creek senior living community, which contains 42 senior housing units with guaranteed affordability at 50% of AMI and a mission-based commitment to promoting aging in place.

Summary of Benefits

- Addresses first mile/last mile challenges around the METRO Gold Line's eastern terminus by strengthening the surrounding multimodal network.
- Improves efficiency of multimodal travel by eliminating the need for trail users on the south side of Valley Creek Road to cross to the north while traveling east/west.
- Improves safety by filling a gap in the trail network and eliminating the incentive for bicyclists to mix with motorized traffic in a 40 and 50 mph zone.
- Connects to recently completed affordable senior living development.
- Enhances multimodal connections between varied land uses and destinations in the area, including grocery stores, community centers, and health clinics.



Multiuuse Trail

CSAH 32 (220th St N / 11th Ave)



Project Location

The CSAH 32 Multiuse Trail project is located between CSAH 33 and TH 61 on the north side of CSAH 32 in the City of Forest Lake.



Federal Funds Request

Federal: \$ 928,000

Local Match: \$ 232,000

Project Total: \$ 1,160,000



Project Goals

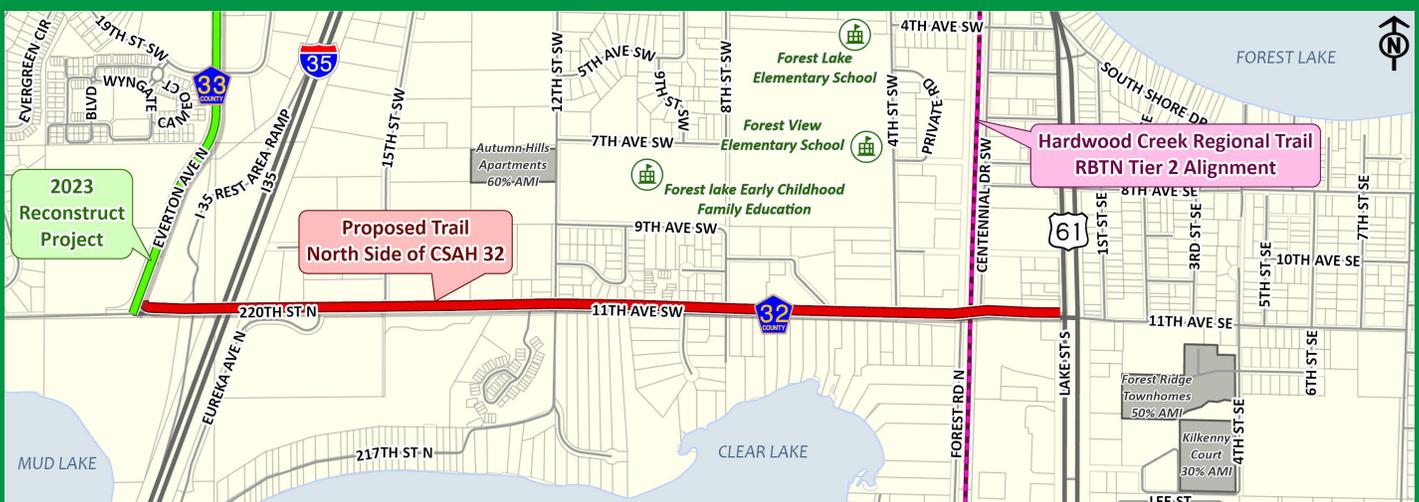
- » Add facility for non-motorized transportation
- » Encourages active living choices and lifestyle
- » Leverages existing local and regional investments in the area

Project Summary

The CSAH 32 trail will construct a new 10 foot, ADA compliant, trail on the north side of CSAH 32 (220th St N/11th Ave) between CSAH 33 and TH 61 in the City of Forest Lake. This 1.4mile trail project will connect to the future trail improvements on CSAH 33 that are planned for 2023 construction. CSAH 32 is a strong east-west connection between TH 61 and I-35E in Forest Lake with a posted speed limit of 40 mph. Currently, there is no infrastructure to accommodate cyclists and pedestrians along this stretch of CSAH 32 despite it's adjacent uses of multi-family housing and multiple schools within a half mile. Those who are unable or unwilling to drive are forced to walk along the shoulder or in the ditch.

Summary of Benefits

- » Closes a gap in the existing bicycle and pedestrian network and builds a continuous east-west connection between TH 61 and CSAH 32
- » Extends the non-motorized network for those accessing the nearby Forest Lake Elementary School, Forest View Elementary School, and the Forest Lake Early Childhood Family Education Center
- » Improves regional multimodal accessibility for the residents of 178 housing units in the area that are affordable at levels between 30% - 60% of AMI and the surrounding multifamily housing
- » Connects to the Hardwood Creek Regional Trail, a Tier 2 RBTN alignment, which directly connects to the Forest Lake Transit Center



CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 01 | Project Summary

Project name

Accessibility improvements along Glenwood Avenue

City

Minneapolis

Commissioner district

2

Applicant

Hennepin County

Project category

Pedestrian

Scoping manager

Jason Pieper

Scoping form revision date

4/23/2020

Project location



Project summary

Retrofit of pedestrian ramps and signals to be fully compliant

Project description and benefits

This project will replace or install accessible pedestrian ramps at various intersections and add accessible pedestrian signals intersections of Glenwood Avenue (CSAH 40) in Minneapolis to improve access along the corridor and to Metro Transit C Line arterial bus rapid transit 0.25 mile north. Should the Blue Line light rail transit extension (Bottineau LRT) be constructed, it would follow the current C Line alignment and the C Line along Olson Memorial Highway (TH 55) would move to Glenwood Avenue. The project would then serve two METRO lines in an area of concentrated poverty.

This 0.9-mile corridor runs from Penn Avenue (CSAH 2) to Bryant Avenue North, where Hennepin County is reconstructing the roadway with accessibility improvements into downtown Minneapolis at MnDOT’s multimodal hub in the ABC Ramps. The project is within an area of concentrated poverty where more than half of residents are people of color. The corridor has two schools, churches, a mosque, senior housing and affordable housing. The A-Minor Reliever carries about 5,900 motor vehicles per day, 80 people biking per day (average over the year; more in good weather) and 230 pedestrians per day at Penn Avenue. The roadway configuration has two general lanes and buffered bike lanes with on-street parking on one side of the street. The corridor has sidewalks on both sides.

The corridor is a pedestrian access barrier to both downtown and the C Line. Without detectable surfaces, accessible pedestrian signals and compliant ramps, the people who rely on transit the most cannot safely access it.

Project timeline

Scoping: Q1 2020

Design: TBD

R/W Acquisition: TBD

Bid Advertisement: TBD

Construction: 2024

Project delivery responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project budget -

Planning Level

Construction: \$ 1,265,000

Cost estimate year: 2020

Construction year: 2024

Regional significance

Provides access to C Line arterial bus rapid

Provides access to future Blue Line LRT extension

Connects north Minneapolis to downtown

Links pedestrians to Theo Wirth Regional Park

Creates accessible connections in affordable area

There is no summary available for this project.

Phillips Pedestrian Safety Improvements Project

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

Project Overview

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

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

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

Benefits

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

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

Requested federal amount: 1,000,000

Match amount: \$608,000

Total project cost: \$1,608,000

Project Schedule



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



Project Area



Before Photo at Chicago Avenue and 28th Street

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

There is no summary available for this project.



Highway 41 Pedestrian Improvements in Historic Downtown Chaska



Project Location:

Highway 41 and 61 in
Historic Downtown Chaska



Federal Funds Request:

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

Match Amount: \$754,000

Project Total: \$1,754,000

Match Percentage: 43%



Regional & Local Investments:

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

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

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

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

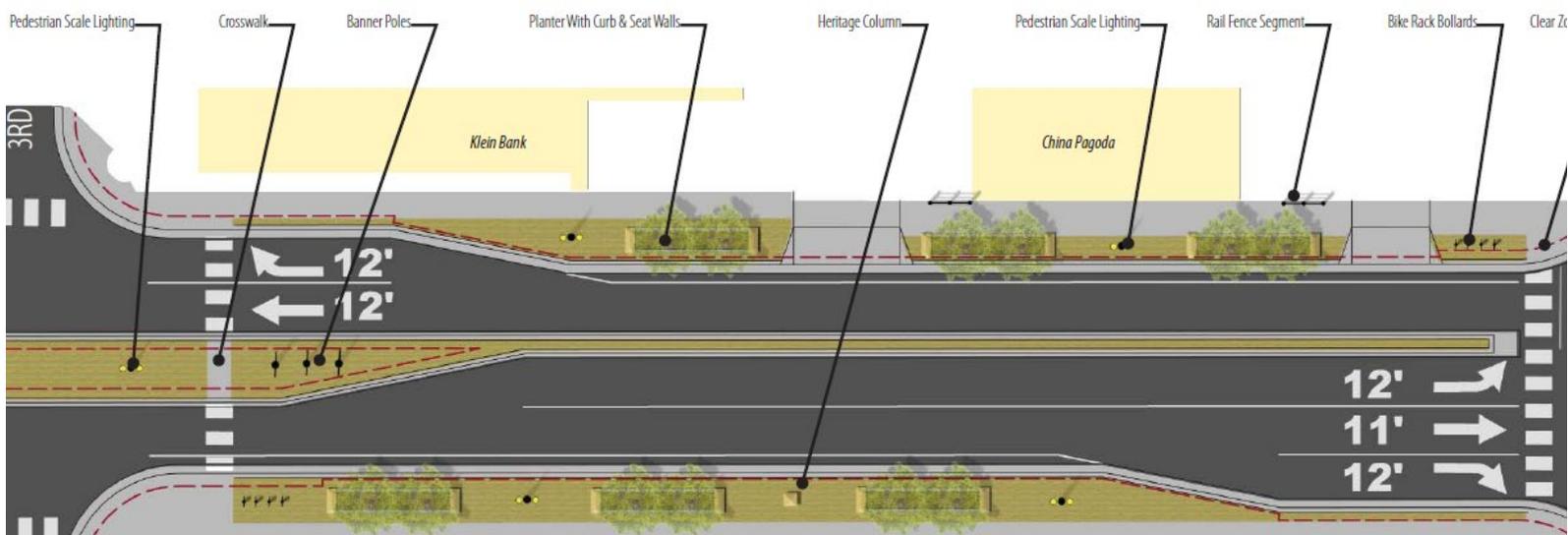
The Highway 41 Pedestrian Improvements Project will enhance the livability and streetscape environment along Historic Downtown Chaska's "Main Street" also functioning as Trunk Highway 41. This project is part of a larger Highway 41 Improvements Project that will address safety and mobility for all users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



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

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

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



Suburban Avenue & Burns Avenue Sidewalk Infill

Project Summary

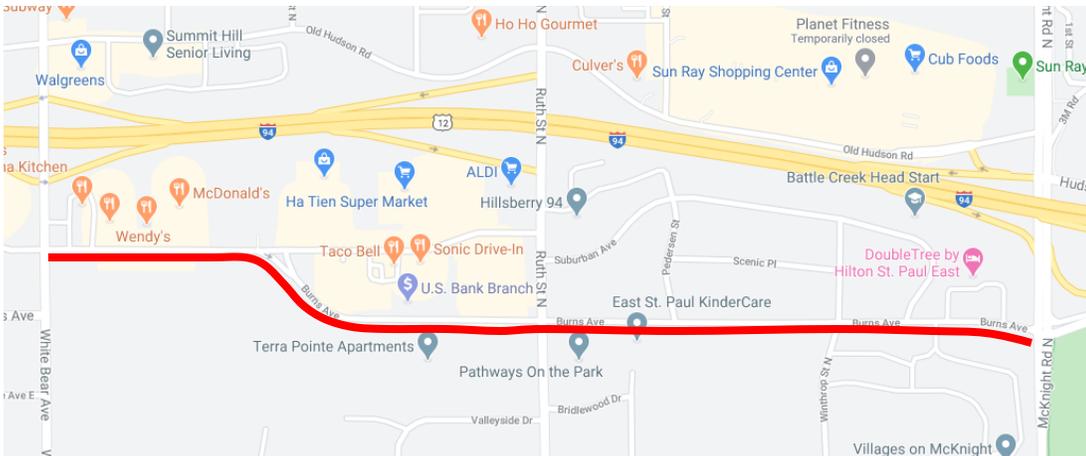
Applicant: City of Saint Paul

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

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

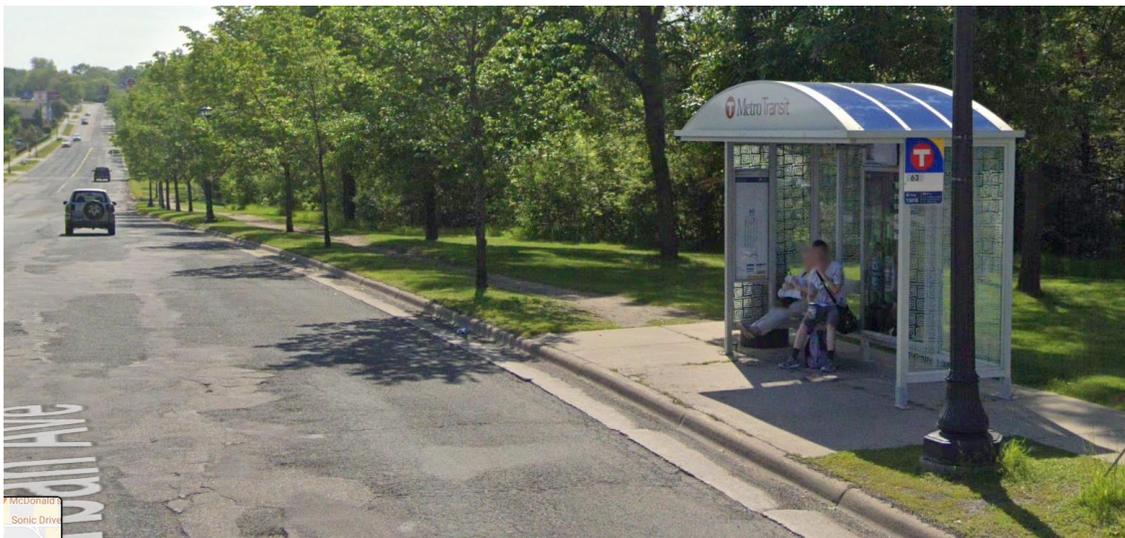
Cost: \$1,000,000 federal; \$250,000 local; \$1,250,000 total

Project Location:



Existing Conditions:

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





Inver Grove Heights ADA Ped Ramp Improvements

PEDESTRIAN FACILITIES

PROJECT DESCRIPTION



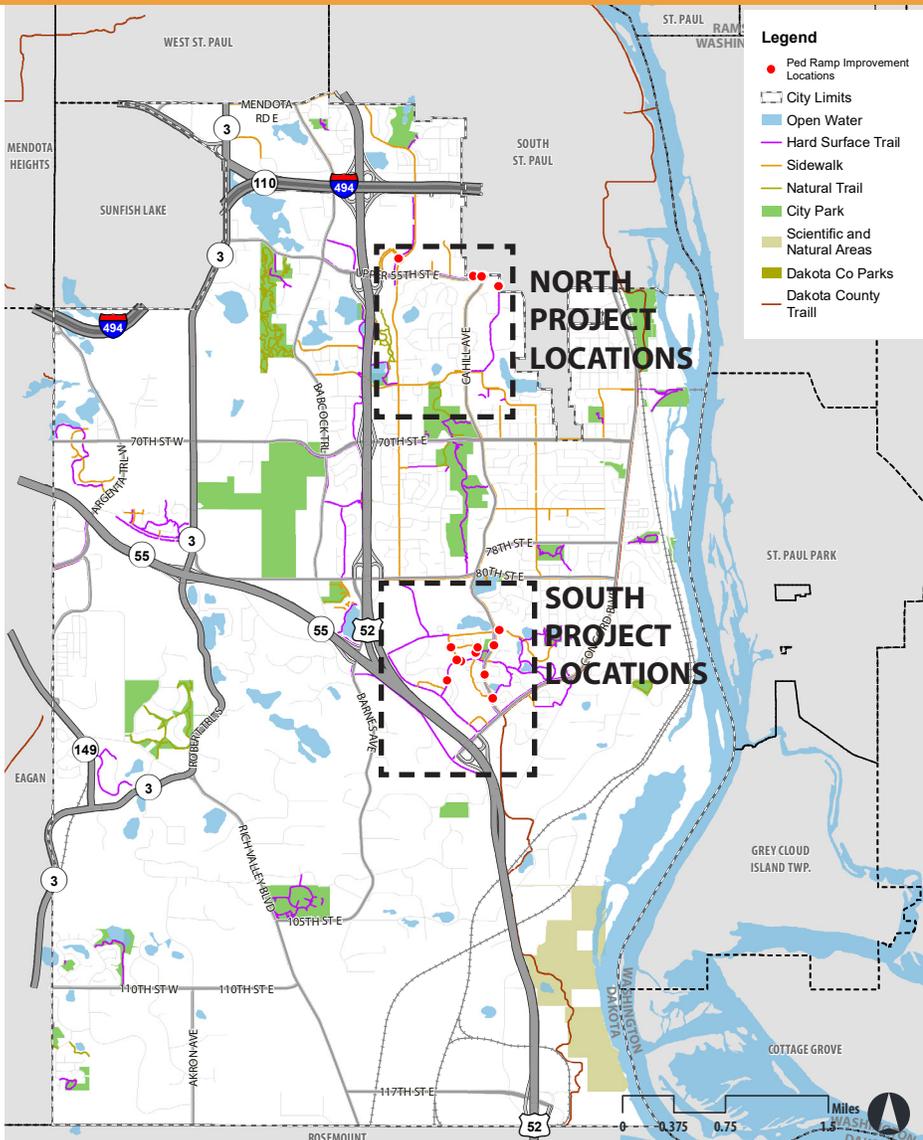
Project Location #18, example of existing pedestrian curb ramp in need of replacement to comply with ADA standards

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

Project Location: Inver Grove Heights

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

PROJECT AREA



Project Area

PROJECT BENEFITS

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

CSAH 12 Sidewalk Pedestrian Facilities



Project Location

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



Funding Request

Federal: \$ 256,800

Local Match: \$ 64,200

Project Total: \$ 321,000



Project Goals

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

Project Summary

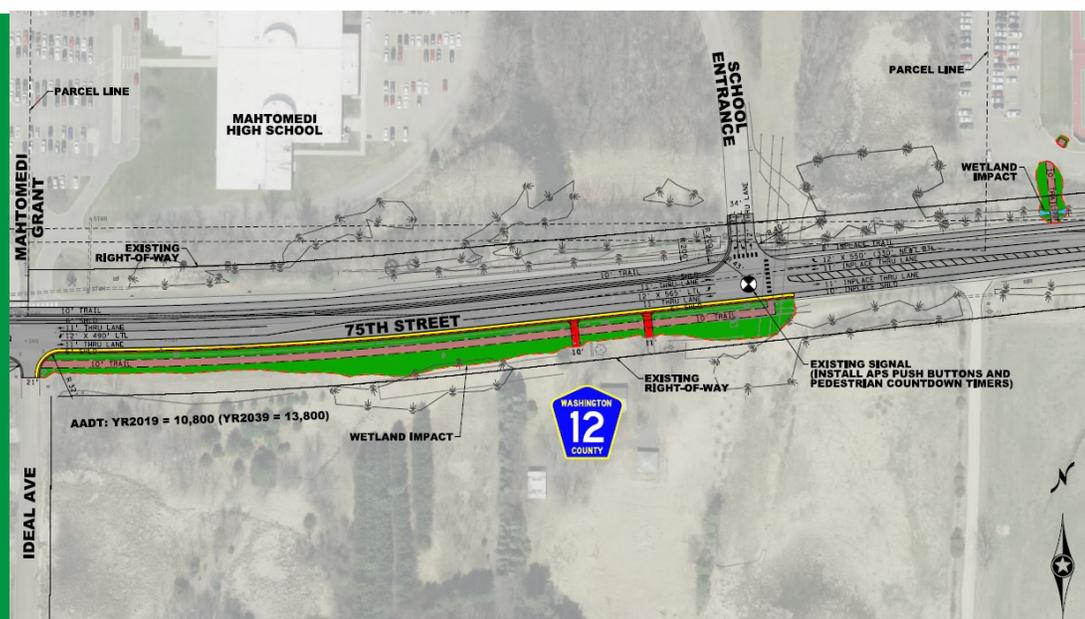
The Mahtomedi school campus and athletic facilities, the regional trail system, and other community resources are located on the north side of CSAH 12. However, there is no existing sidewalk or trail along the south side of CSAH 12, nor is there a designated crossing to safely connect community members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

Summary of Benefits

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

Adjacent Resources

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





Project Name:

Applicant: City of Mahtomedi

Project Location: Warner Road: South O.H. Anderson School entrance to 150 feet south of Bevins Lane
72nd Street North: Warner Road to Glenmar Avenue

Total Project Cost: \$419,479

Requested Federal Amount: \$335,583

Local Match: \$83,896 (20% of total)

Project Description:

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

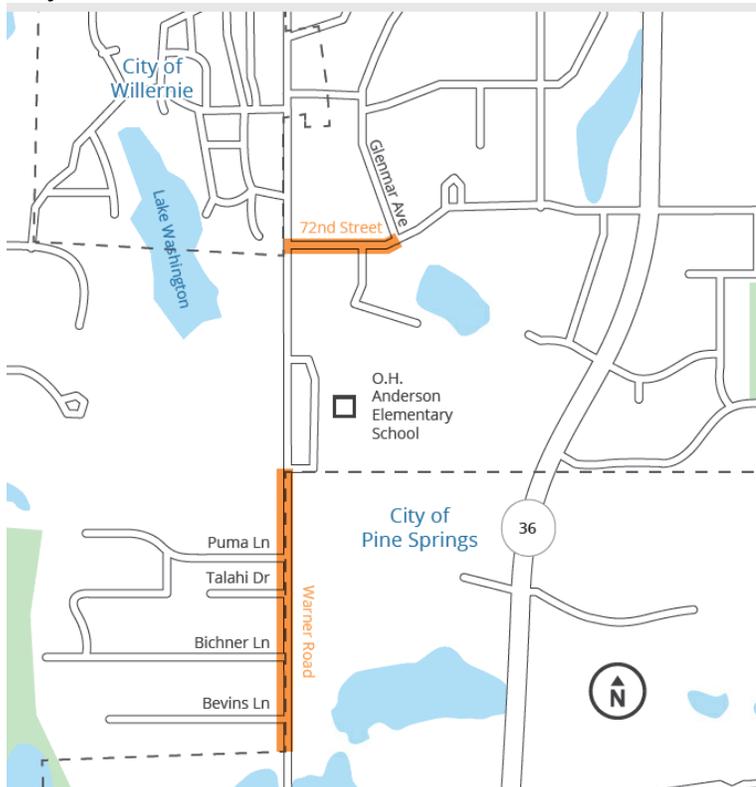
Key Project Benefits:

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

Key Connections:

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

Project Area:



Warner Road facing north at south School entrance (Google Maps).



72nd Street facing east at Warner Road (Google Maps).

Green Central Safe Routes to School Project

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

Project Overview

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

Improvements may include:

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

Benefits

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

Requested Federal Amount: \$1,000,000

Total Project Cost: \$1,991,000

Project Schedule



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



Project Area



Existing Conditions on East 34th Street

Contact: Amy Morgan
Associate Transportation Planner
Transportation Planning & Programming
Minneapolis Public Works
612-673-2129
amy.morgan@minneapolismn.gov

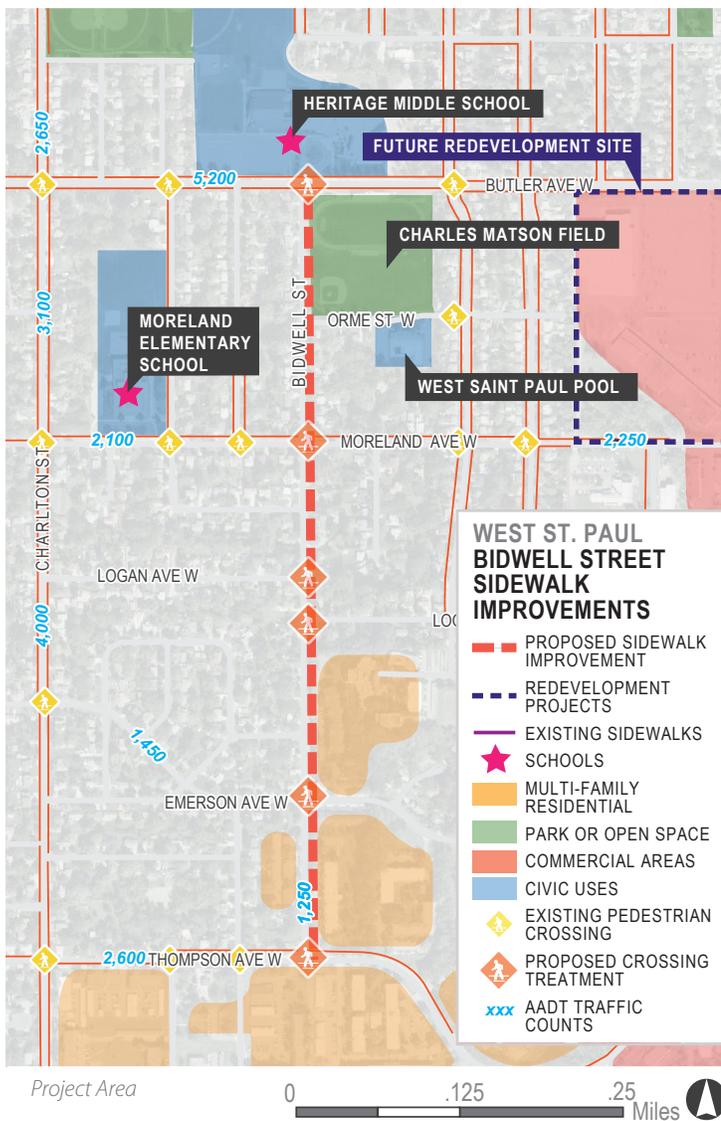


Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL

PROJECT DESCRIPTION

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



Project Location:	West St. Paul
Requested Award Amount:	\$640,000.00
Total Project Cost:	\$800,000.00



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

PROJECT BENEFITS

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





Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL



PROJECT IMAGES

Existing Site Conditions

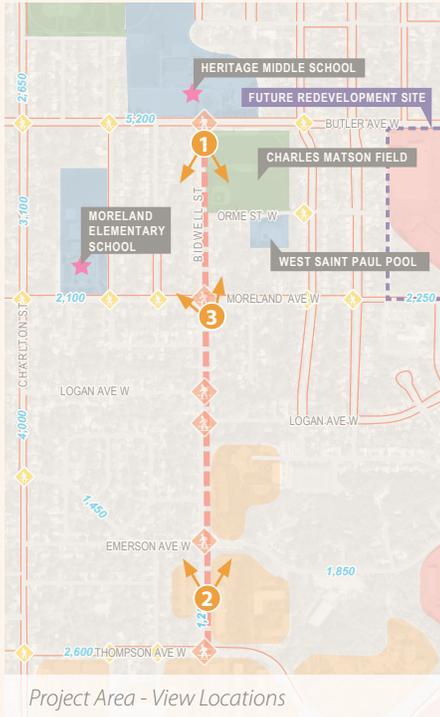


Photo: Google Street View

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



Photo: Google Street View

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



Photo: Google Street View

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



Crossroads Elementary Safe Routes to School

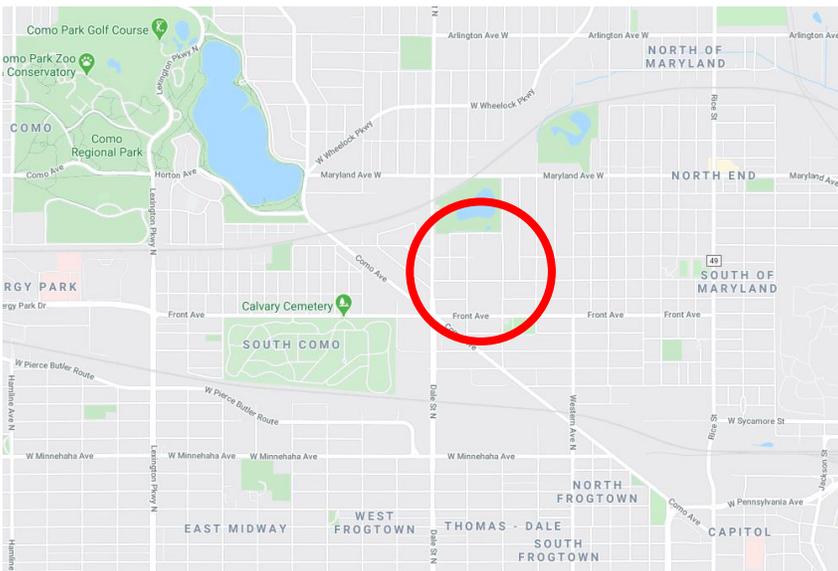
Project Summary

Applicant: City of Saint Paul

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

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

Project Location:



Existing Conditions:

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





MN 41 Safe Routes to School Pedestrian Underpass Project



Applicant, Location, & Route:

City of Chaska, Highway 41/Highway 10 intersection



Application Category:

Safe Routes to School Infrastructure



Funding Information:

Requested Award Amount: \$933,360

Local Match: \$233,340

Project Total: \$1,166,700



Match \$ Sources:

- City of Chaska
- Carver County

Project Description

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

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

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

Project Benefits

The proposed underpass at Hwy 41 would:

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



Columbia Heights Safe Routes to School 49th Avenue Area Improvements



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



Application Category:
Safe Routes to School Infrastructure



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



Match \$ Sources:

- City of Columbia Heights

Project Description

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

Along 49th Avenue, the project consists of the following improvements:

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

Along the easterly boulevard of Monroe Street, from 49th Avenue to 47 ½ Avenue, 860 ft of new sidewalk and new pedestrian ramps (2) will be constructed.

Across ISD No. 13 property, from 47 ½ Avenue to the school parking lot, 430 ft of new sidewalk will be constructed.

Along 47th Avenue, 730 ft of new sidewalk and new pedestrian ramps (4) will be constructed.

Project Benefits

The proposed 49th Avenue Area Improvements would:

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

