



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02086 - Southwest LRT Regional Trail Crossings

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 11/26/2014 3:08 PM

Primary Contact

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City State/Province Postal Code/Zip

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Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 701 FOURTH AVE S #400

* MINNEAPOLIS Minnesota 55401-1362
City State/Province Postal Code/Zip

County: Hennepin

Phone:* 612-348-9260
Ext.

Fax:

PeopleSoft Vendor Number 0000028004A19

Project Information

Project Name Southwest LRT Regional Trail Crossings

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant):

This project will grade-separate three Cedar Lake LRT Regional Trail road crossings to create five miles of uninterrupted RBTN Tier 1 trail with zero at-grade road crossings. The project includes tunnels beneath Blake Road (CSAH 20) in Hopkins and Wooddale Avenue and a bridge over Beltline Boulevard in St. Louis Park.

The project will create an exceptional accessible and commuter corridor feeding into employment centers in downtown Minneapolis, the Lake Street corridor, St. Louis Park and Hopkins. Trail users will be able to ride five miles without once having to stop at a road crossing, improving safety and transportation system efficiency. The project will reduce one-way trip delay by 4.5 minutes for trail users. Time savings for motorists at the trail crossings has not been calculated, but with 584,200 annual trail users crossing the roads, the time savings would be appreciable.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

The crossings also will benefit the METRO Green Line extension (Southwest LRT), as the crossings will connect existing and redeveloping transit-oriented neighborhoods to transit stations at Blake, Wooddale and Beltline. The crossings will avoid multiple-threat uncontrolled intersections along the regional trail carrying 584,200 people per year. Blake Road is a four-lane divided county highway carrying 11,800 ADT; Wooddale is a three-lane road carrying 10,500 ADT; and Beltline is a four-lane divided road carrying 14,100 ADT. The current uncontrolled at-grade crossing of Wooddale also is adjacent an interchange with TH 7, resulting in a complicated traffic situation in which trail users are less visible, less safe and less comfortable.

The METRO Green Line extension will run adjacent the regional trail, further complicating the already difficult at-grade crossings. The project proposed in this application will eliminate those at-grade crossings and provide access to the LRT stations.

The tunnels will be concrete with a width of 14 feet and lengths of approximately 100 feet (Blake Road) and 90 feet (Wooddale). The Beltline Boulevard Bridge will be an extension of a bridge programmed as part of the METRO Green Line extension to also span Beltline. The project will include necessary grading and trail replacement and connections. Connections will include access to adjacent METRO Green Line (Southwest LRT) stations at all three sites and will be coordinated with concurrent LRT construction.

Building the grade separations in coordination with the Southwest LRT line's construction will save money, reduce delay for all modes, will reduce impact of adding the facilities after LRT is in and will create the safest opening-day situation possible.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.47

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

These grade-separated crossings are called for in the following Hennepin County plans:

Blake Station Transitional Station Area Action Plan

Wooddale Station Transitional Station Area Action Plan

Beltline Station Transitional Station Area Action Plan

The crossings also are called for in the following partner agencies' plans:

Three Rivers Park District's 2013 Priority Trail Crossings Improvements Study

St. Louis Parks's Beltline Area Framework and Design Guidelines

St. Louis Park's Active Living - Sidewalks and Trails Plan

The regional trail is in the Metropolitan Council's Regional Parks Policy Plan and is a Regional Bicycle Transportation Network Tier 1 route.

Connection to Local Planning

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$5,500,000.00

Match Amount

\$1,690,000.00

Minimum of 20% of project total

Project Total

\$7,190,000.00

Match Percentage 23.5%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds Hennepin County

Preferred Program Year

Select one: 2018

Project Information

County, City, or Lead Agency Hennepin County

Zip Code where Majority of Work is Being Performed 55416

(Approximate) Begin Construction Date 05/01/2016

(Approximate) End Construction Date 10/31/2019

LOCATION

From: Cedar Lake LRT Regional Trail just west of Blake Road (CSAH 20)
(Intersection or Address)

Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.

To: Cedar Lake LRT Regional Trail just east of Beltline Boulevard
(Intersection or Address)

Type of Work Regional trail tunnels at Blake Road (CSAH 20) and Wooddale Avenue; extension of regional trail bridge at Beltline Boulevard

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert? No

New Bridge/Culvert? Yes

Structure is Over/Under Under Blake Rd and Wooddale Av, over Beltline Blvd
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00

Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$5,185,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$50,000.00
Streetscaping	\$0.00
Wayfinding	\$10,000.00
Bicycle and Pedestrian Contingencies	\$1,945,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$7,190,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$7,190,000.00
Construction Cost Total	\$7,190,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

Check the box to indicate that the project meets this requirement. Yes

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

Check the box to indicate that the project meets this requirement. Yes

4. Seventy percent of the project cost must fall under one of the following eligible activities:

Check the box to indicate that the project meets this requirement. Yes

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the project meets this requirement.

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
Context Map Existing Conditions Plan Excerpts SWLRT Crossings .pdf	Context map, images of existing conditions and plan excerpts for Southwest LRT Regional Trail Crossings	3.6 MB
HennepinCounty_SWLRTCrossings_SupportLetter.pdf	Letter of Support from Hennepin County Commissioners	436 KB
Hopkins_SWLRTCrossings_NotificationLetter.pdf	Notification Letter from Hennepin County to City of Hopkins	53 KB
Hopkins_SWLRTCrossings_SupportLetter.pdf	Letter of Support from City of Hopkins	327 KB
SPO_SWLRTCrossings_NotificationLetter.pdf	Notification Letter from Hennepin County to Southwest LRT Project Office	53 KB
SPO_SWLRTCrossings_SupportLetter.pdf	Letter of Support from Southwest LRT Project Office	291 KB
StLouisPark_SWLRTCrossings_NotificationLetter.pdf	Notification Letter from Hennepin County to City of St. Louis Park	53 KB
StLouisPark_SWLRTCrossings_SupportLetter.pdf	Letter of Support from City of St. Louis Park	265 KB
SWLRTCrossings_PreliminaryPlans.pdf	Preliminary Plans for Southwest LRT Regional Trail Crossings Project	621 KB
ThreeRivers_SWLRTCrossings_NotificationLetter.pdf	Notification Letter from Hennepin County to Three Rivers Park District	53 KB
ThreeRivers_SWLRTCrossings_SupportLetter.pdf	Letter of Support from Three Rivers Park District	381 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map RBTN_SWLRTRRegionalTrailCrossings.zip

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 92135

Existing Employment Within One Mile (Integer Only) 56756

Completed by Metropolitan Council Staff

Total Project Cost \$7,190,000.00

Cost Effectiveness for Population \$78.04

Cost Effectiveness for Employment \$126.68

Upload Map PopEmployment_SWLRTRRegionalTrailCrossings.zip

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly. Yes

The Southwest LRT grade separations will improve safety and livability for disadvantaged people by creating access to the Blake, Wooddale and Beltline METRO Green Line stations and Cedar Lake LRT Regional Trail. The current crossings are at grade: Blake Road (CSAH 20) is midblock with 11,800 ADT, Wooddale is an uncontrolled intersection with 10,500 ADT and Beltline is midblock with 14,100 ADT. Crossing is difficult for children, elderly and people with disabilities, and at-grade LRT adjacent the crossings will further complicate them.

The area will be very livable and enable people to live without a car and stay socially connected. The Transitional Station Area Action Plans developed as part of Southwest LRT development identify the nodes as employment centers (Blake and Beltline) and an urban village (Wooddale). Both designations include jobs, housing and retail that meet routine daily needs. The grade separations will connect future residents many of them disadvantaged with destinations across the roads and along the regional trail and LRT.

The Blake and Beltline crossings will be in census tracts with above average concentration of poverty, and the Wooddale tunnel will be adjacent a census tract with above average concentration of poverty. The grade separations will serve existing disadvantaged populations and future populations drawn to the areas high livability.

Response (Limit 1,400 characters; approximately 200 words)

Upload Map

SocioEconomic_SWLRTRegionalTrailCrossings.zip

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Hopkins	0.3
St. Louis Park	0.17
	0

Total Project Length

Total Project Length 0.47

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Hopkins	0.3	0.47	74.0	0.638	47.234
St. Louis Park	0.17	0.47	77.0	0.362	27.851
		1	151	1	75

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.47
Total Housing Score 75.085

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap Yes

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

This project will replace three at-grade road crossings with two tunnels and a bridge on the Cedar Lake LRT Regional Trail (RBTN Tier 1), closing gaps, crossing physical barriers and improving continuity. The existing at-grade crossings are: a midblock crossing of Blake Road (CSAH 20, four-lane divided, 35 mph, 10-ton truck route, 11,800 ADT), an uncontrolled crossing of Wooddale (three-lane divided, 30 mph, 10,500 ADT) adjacent a TH 7 interchange and a midblock crossing of Beltline Boulevard (four-lane undivided, 30 mph, 14,100 ADT). Wooddale has 500 feet of bike lane north of the crossing; Beltline and Wooddale are identified by their cities as future bicycle routes.

Response (Limit 1,400 characters; approximately 200 words)

The crossings are a gap, especially for people new to biking or who have limited mobility. For many, the uncontrolled crossings prohibit access to the regional trail and LRT.

The grade separations will overcome the barriers created by the roads. Alternate crossings are 310 (Wooddale) and 400 (Blake) feet away, but those intersections have free-right turns and heavy truck traffic. No safe alternative exists for Beltline.

The grade separations will improve continuity by connecting to METRO stations and by creating a 5-mile stretch of RBTN Tier 1 trail without a single at-grade road crossing, extending the system for those who cannot navigate at-grade crossings and reducing trail user delay by 4.5 minutes.

Measure B: Project Improvements

The project will create three grade-separated crossings to replace at-grade midblock crossings on RBTN Tier 1 Cedar Lake LRT Regional Trail adjacent future METRO Green Line stations.

The Metropolitan Council estimates Cedar Lake LRT Regional Trail drew 584,200 visits in 2013. The Green Line extension (opening 2019) is forecast to attract 2,200 boardings at Blake, 2,000 at Wooddale and 33,000 at Beltline by 2030. An unestimated number of boardings will arrive via this projects grade separations. The crossings are hazardous now and will be complicated by the METRO Green Line adjacent the trail.

The project will eliminate multiple-treat situations at four-lane Blake (CSAH 20) and Beltline. A common crash in such situations is when one motor vehicle stops for a trail user, the trail user enters the crosswalk, but a second motor vehicle fails to yield and strikes the trail user or first vehicle. This is particularly hazardous for children, who do not have the judgment to determine whether it is safe to cross, and for people with limited mobility.

Seventeen crashes were reported at the crossings from 2009 to 2013, including a person killed on a bicycle in 2009:

Pedestrian or bicycle: 6 incidents (Severity: 1K, 1A, 1B, 3C, 0P)

Motor vehicle only crashes: 11 incidents (Severity: 0K, 0A, 1B, 5C, 5P)

This project will eliminate 100 percent of these crashes associated with the trail use.

Response (Limit 1,400 characters; approximately 200 words)

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	17, 615, 668
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	Southwest LRT (METRO Green Line Extension)
Existing Routes Indirectly Connected Within One Mile of the Project	6, 9, 12, 17, 25, 114, 490, 565, 587, 588, 589, 604, 615, 664, 667, 668, 670
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Southwest LRT (METRO Green Line Extension)
Upload Map	TransitConnections_SWLRTRRegionalTrailCrossings.zip

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	2262951.0
Transitway Ridership Directly Connected	1.0944E7
Route Ridership Indirectly Connected	5491687.0
Transitway Ridership Indirectly Connected	6848000.0

Measure B: Pedestrian Connections

The project will connect with existing pedestrian facilities and those being constructed with the METRO Green Line, providing access to the future LRT station areas. Future connections are also planned for these areas. A corridor study is underway on Blake Road for future roadway reconstruction, which will include new bicycle facilities. Beltline Boulevard and Wooddale Avenue have been identified as future bicycle routes in the city's Active Living: Sidewalks and Trails Plan.

Each station area is envisioned as a mixed-use node in the Southwest Corridor Investment Framework and pedestrian activity will increase in these areas as redevelopment occurs. This project will minimize conflict points at the trail intersections, which will become more complicated when the METRO Green Line opens.

The Blake station area is identified in the Blake Road Small Area Plan as a Mixed Use District with increased densities. A large publicly-owned parcel adjacent to the proposed Blake crossing will likely redevelop in the short term with pedestrian friendly uses. The Wooddale station area is already seeing redevelopment activity, and the project will connect to pedestrian facilities near these new developments. The Beltline station area is also envisioned as a high density area with a mix of employment and housing redevelopment, guided by the Beltline Area Framework and Design Guidelines.

Response (Limit 1,400 characters; approximately 200 words)

Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

The projects trail tunnels and bridge will provide safe and secure crossings of roadways that are immediately adjacent to three future LRT stations. With an existing freight rail already crossing at the three intersections along this corridor, the addition of METRO Green Line LRT trains crossing the roadways will only increase the complexity of these intersections. The grade-separated crossings will decrease the complexity and make operations more efficient for all modes of transportation that converge at these intersections, including bicyclists, pedestrians, motorists, and train operators. The grade-separations will provide safe and efficient movement of trail users through the station areas and intersections, minimizing conflict points with vehicular traffic and reducing delays for motorists that currently have to stop at the trail crossings. Many users of the Cedar Lake LRT Regional Trail will travel directly through the three roadways. Grade-separation will allow these users to travel through the intersections safely and will create a 5-mile stretch of RBTN Tier 1 trail without a single at-grade road crossing. The grade-separated crossings will improve access to the LRT stations while keeping existing and future sidewalks around the LRT stations open for the exclusive use of pedestrians, decreasing potential conflicts during peak hours of LRT boarding and alighting.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (10 Percent of Points)

EIS Yes

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 12/01/2015

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required Yes

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion

12/01/2016

9)Letting

Anticipated Letting Date

12/01/2016

Southwest LRT Regional Trail Crossings

2018 regional solicitation, bicycle and pedestrian facilities

Supporting materials

Page

2	Corridor map highlighting grade separations, Hopkins to Minneapolis
3	Images of existing conditions, Blake Road (CSAH 20)
4	Images of existing conditions, Wooddale Avenue
5	Images of existing conditions, Beltline Boulevard
6-8	Excerpts from Blake Road (CSAH 20) LRT station area plan
9-12	Excerpts from Wooddale Avenue LRT station area plan
13-16	Excerpts from Beltline Boulevard LRT station area plan

Full station area plans are available at swlrtccommunityworks.org/stations



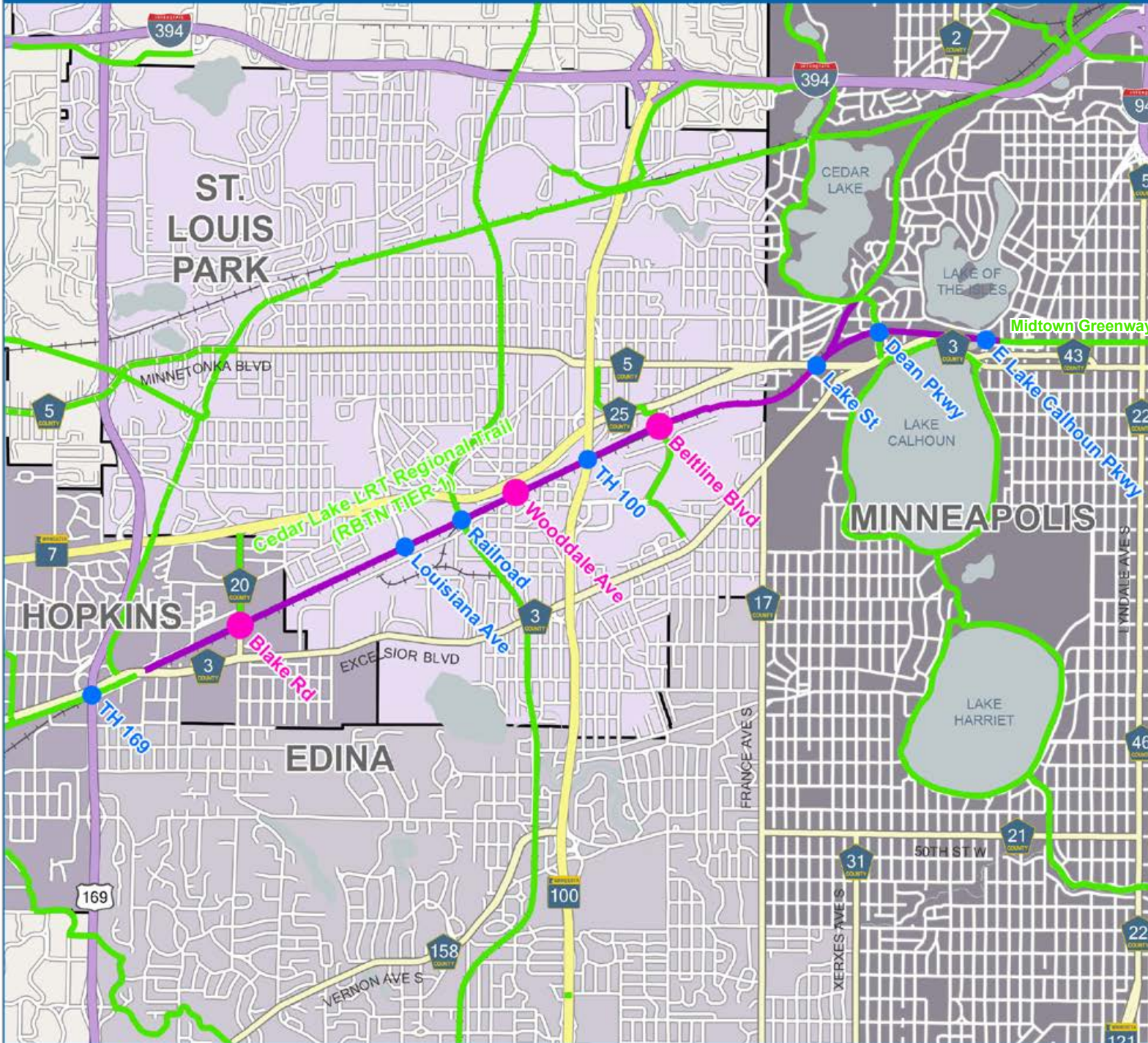
Application notes and facilities highlighted in magenta

Project Location Map - SWLRT Regional Trail Crossings

Map ID: 1416247870324

► Transportation

Hennepin County Public Works



- Existing Grade Separations
- Proposed Grade Separations
- 5 miles of RBTN Tier 1 that would be grade separated



Produced by Hennepin County Public Works Transportation Department.

This map has been created for informational purposes only and is not considered a legally recorded map or document. Hennepin County makes no warranty, representation, or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein.



Hennepin County Public Works



0 2,500 5,000 Feet

Blake Road (CSAH 20) crossing existing conditions
11,800 ADT 584,200 annual trail users

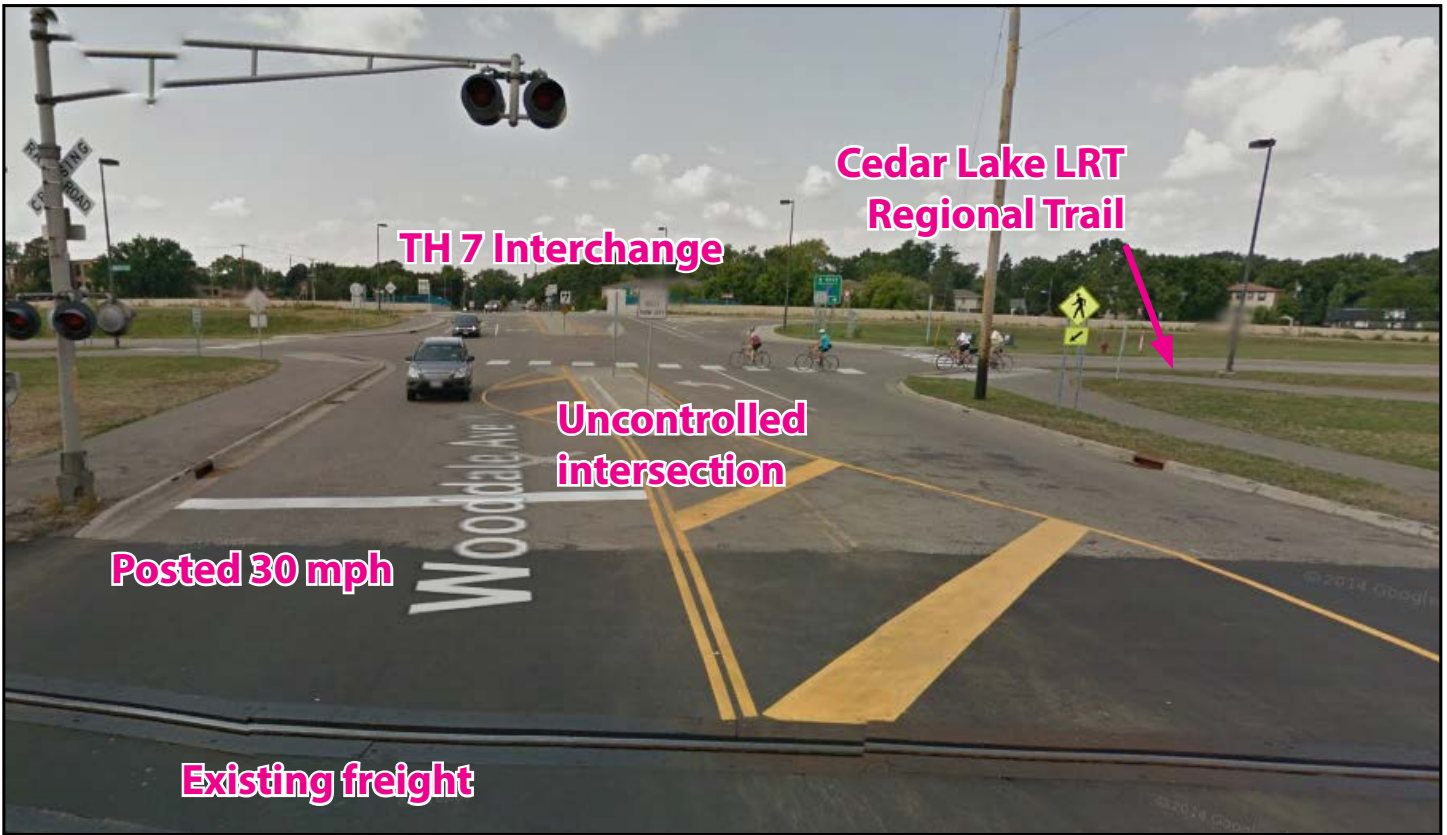


Blake Road (CSAH 20) crossing existing conditions looking south from crossing
11,800 ADT 584,200 annual trail users



Wooddale Avenue crossing existing conditions

10,500 ADT 584,200 annual trail users

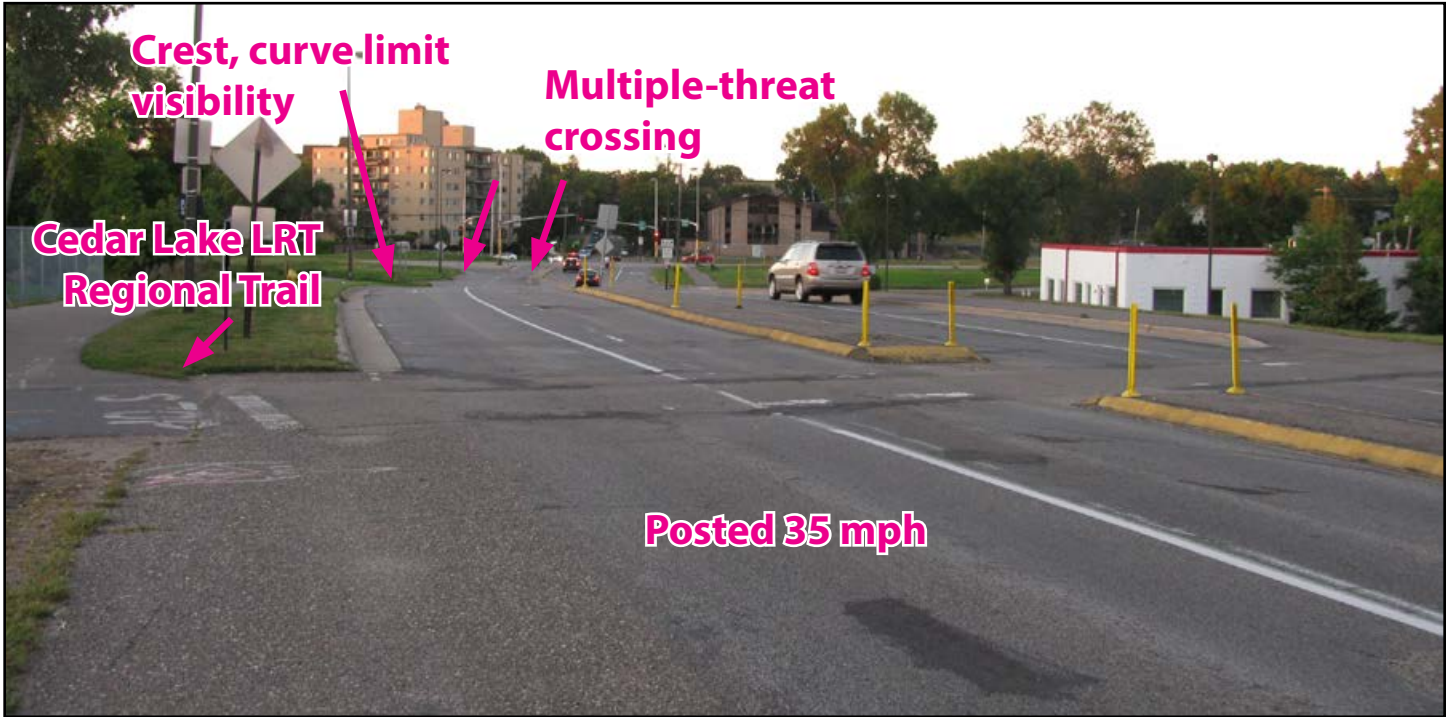


Wooddale Avenue crossing existing conditions

10,500 ADT 584,200 annual trail users



Beltline Boulevard crossing existing conditions
14,100 ADT 584,200 annual trail users



Beltline Boulevard crossing existing conditions
14,100 ADT 584,200 annual trail users

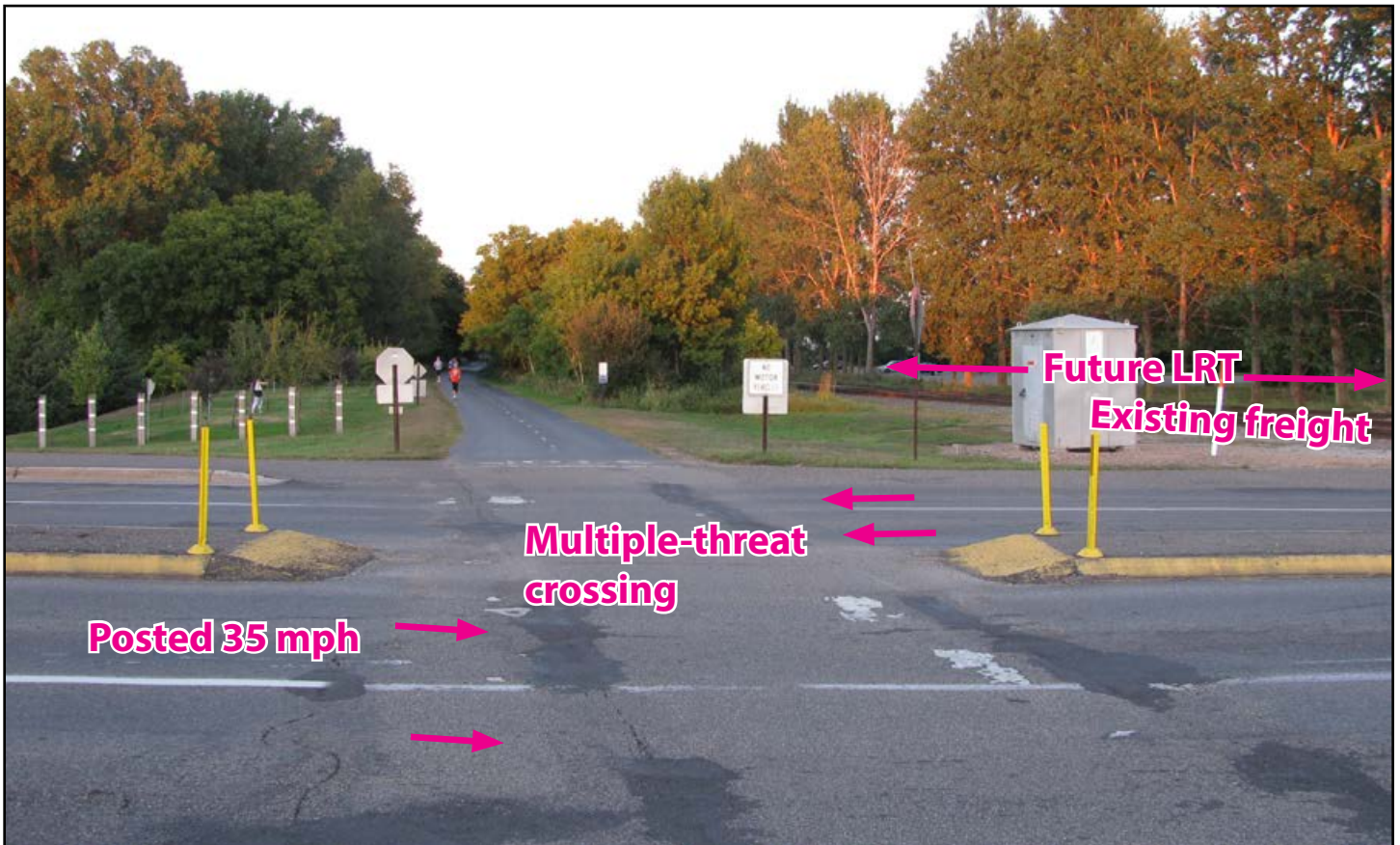
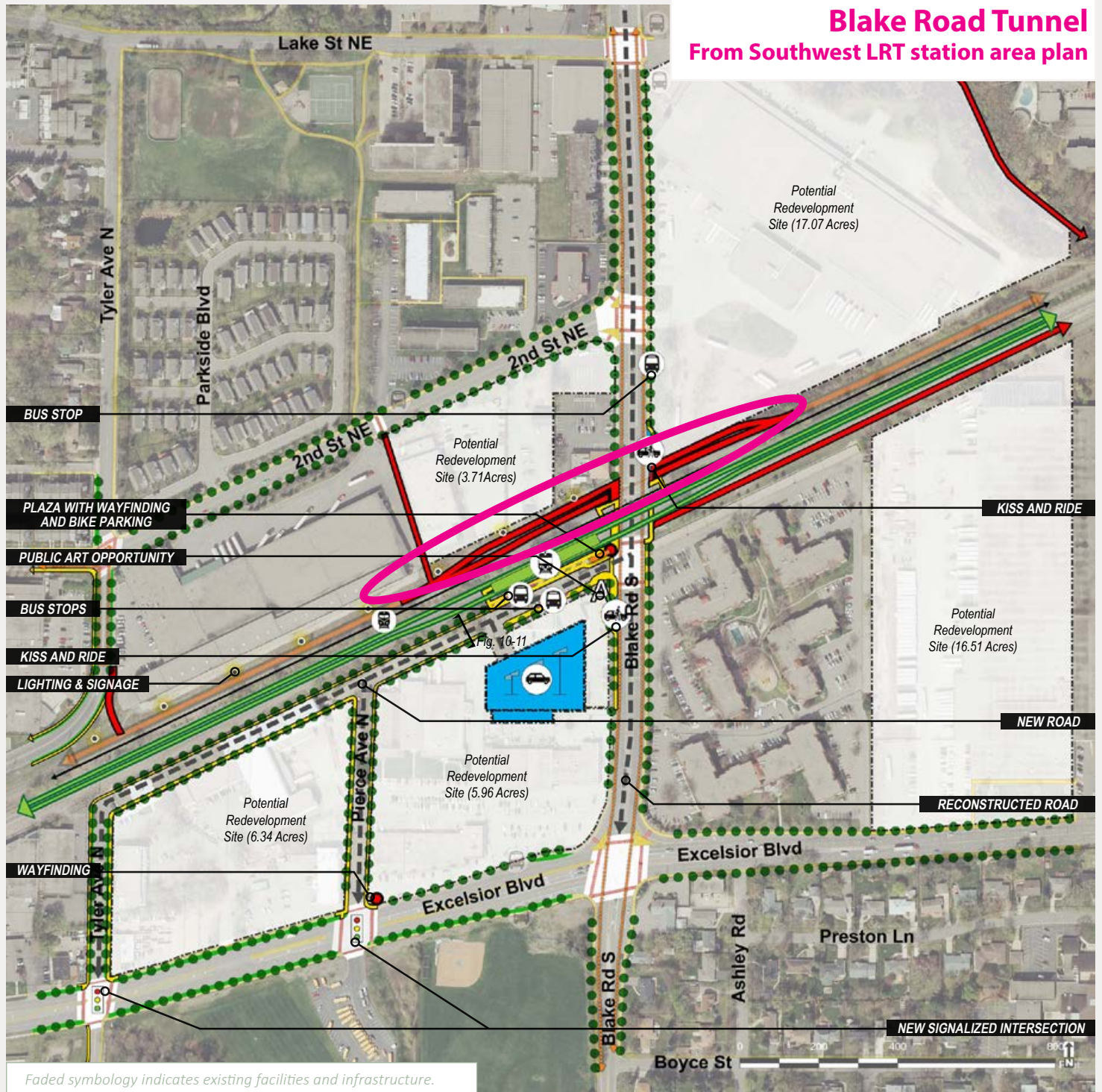


FIGURE 10-9. STATION AREA IMPROVEMENTS

Blake Road Tunnel From Southwest LRT station area plan



Faded symbology indicates existing facilities and infrastructure.

- | | | | | | | | |
|--|--------------|--|-------------------------------------|--|-----------------------------|--|-------------------------------------|
| | LRT PLATFORM | | NEW SIDEWALK / SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE INFRASTRUCTURE | | STREETScape | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING / CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL DEVELOPMENT SITE |
| | | | NEW LIGHTING | | NEW SIGNALIZED INTERSECTION | | PLAZA SPACE / BUILDING SETBACK AREA |

WHERE ARE WE GOING?

BLAKE

Opening Day Improvements

Blake Road Tunnel From Southwest LRT station area plan

The following tables and diagrams outline the proposed improvements to be implemented in and Figure 10-12 show opening day improvements that are part of the SW LRT anticipated base overall project cost for construction of the LRT line. Table 10-2 and Figure 10-12 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT base project scope. Table 10-3 (also shown in Figure 10-13) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 10-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	North of Excelsior Blvd, west of Blake Road	Includes related LRT infrastructure
B	Park and Ride	South of station platform, west of Blake Road	445 stall park and ride ramp, incl. lighting and signage
C	Kiss and Ride	South of station platform, along Blake Road	Dropoff area
D	Bus Facilities	New road adjacent to LRT station	Bus stop
E	Roadway	New street- between Pierce and Blake Road and the west side of the Park and Ride	Along south edge of LRT line
F	Access Roadway	New access roadway- Pierce Ave	Extend north from Excelsior Blvd to Park and Ride along south edge of LRT line
G	Sidewalk/Trail	Along new access road, between Blake Road and the west side of the Park and Ride	Both sides of road
H	Sidewalk/Trail	Along Blake Road- park and ride north to regional trail	Both sides of road
I	Intersection Enhancement	Pierce Ave and Excelsior Blvd	New traffic signals and crosswalks
J	Intersection Enhancement	Blake Road and trail crossing	Trail crosswalk
K	Bike Facilities	Near station platform	Allowance for bike storage
L	Wayfinding	Station platform	Allowance
M	Landscaping	Near station platform	Allowance
N	Stormwater Management*	Varies	Allowance
O	Utilities*	Varies	New water, sanitary sewer and fire hydrant

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 10-2. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Streetscape	Blake Road- SH 7 to Interlachen Road (City of Edina)	Includes roadway, sidewalk, bike lanes, tree plantings, streetscape furnishings, lighting and ped crossing improvements	Primary
2	Streetscape	Excelsior Blvd- Blake Road east to Powell Road	Includes sidewalk, tree plantings, streetscape furnishings, lighting improvements	Secondary
3	Sidewalk/Trail	Along west edge of HCRRRA site (43 Hoops)	trail connection between 2nd St. NE and the regional trail	Secondary
4	Sidewalk/Trail	Along Pierce Ave- Excelsior Blvd to new road	Both sides of road	Secondary
5	Pedestrian crossing	on 2nd Street NE near HCRRRA site	Pedestrian crossing markings	Secondary
6	Lighting	Along regional trail- between station platform and Excelsior Crossing	Lighting for safety along trail	Secondary
7	Public Art	Station area	Include public art (beyond SPO improvements)	Secondary
8	Public Plaza	Near station platform	Includes paving, plantings, seating, and lighting (beyond SPO improvements)	Primary
9	Wayfinding	At Excelsior Blvd and Pierce Ave	Include wayfinding at intersection (beyond SPO improvements)	Primary
10	Stormwater Management	Along Blake Road	Include green infrastructure along Blake Road- tree trenches, raingardens (beyond SPO improvements)	Primary
11	Storm Sewer	Along Blake Road	Replace trunk line	Primary
12	Traffic signals	Blake Road- TH 7 to Interlachen Road (City of Edina)	Signals at 2nd, Cambridge and Excelsior	Primary
13	Pedestrian crossing	Tyler Street /Excelsior Blvd	Pedestrian crossing markings and ramps	Secondary
14	Sanitary Sewer	Pierce Avenue North	Construct 8-inch minimum sanitary sewer with roadway construction	Primary
15	Water	New road connecting platform to Excelsior Boulevard via Pierce Avenue North	Construct 8-inch minimum water main with roadway reconstruction/ construction	Primary

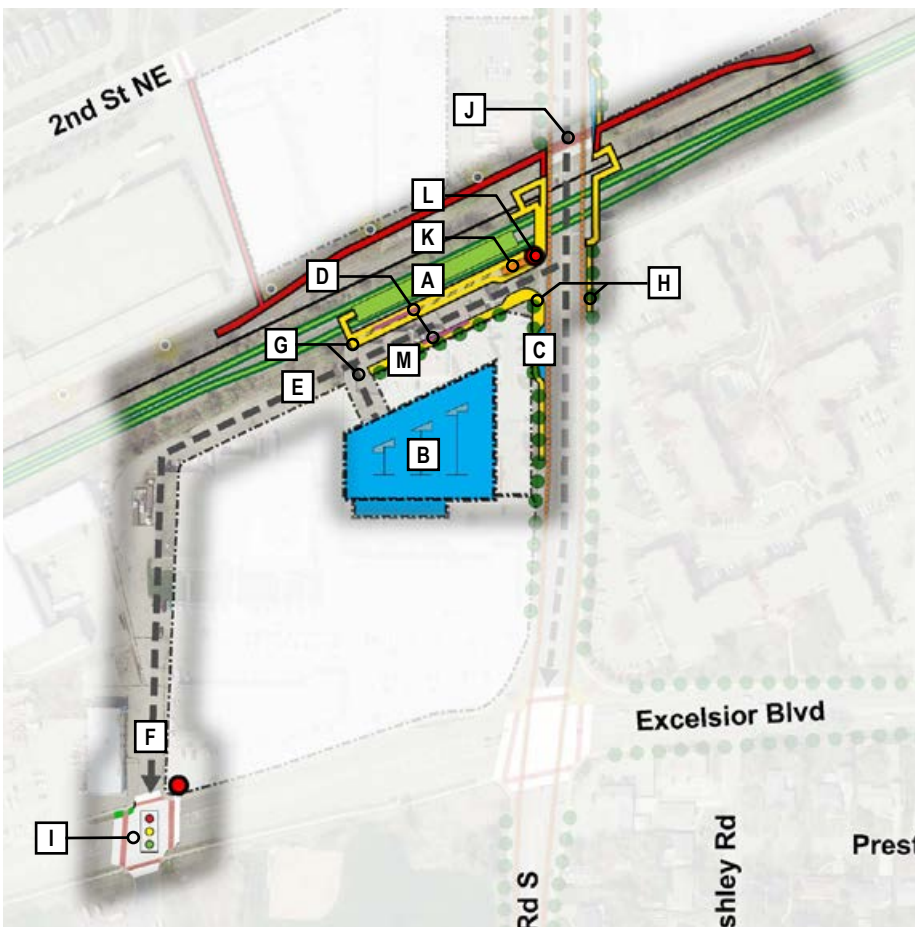
TABLE 10-3. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
B1	Sidewalk/Trail	North of freight rail line	Realign regional trail and grade separate trail under Blake Road
B2	Joint Development	Northwest corner of Blake and Excelsior	Site and access improvements

WHERE ARE WE GOING?

BLAKE

FIGURE 10-12. ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

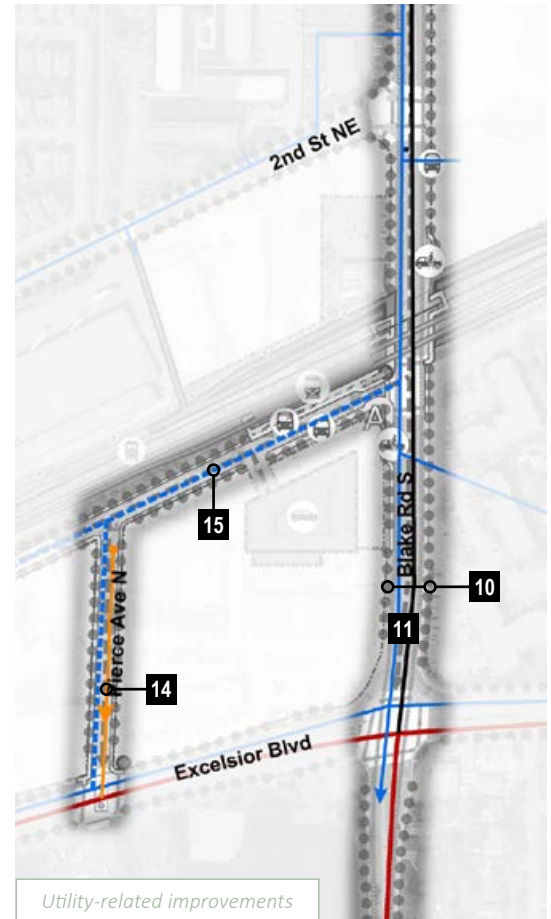
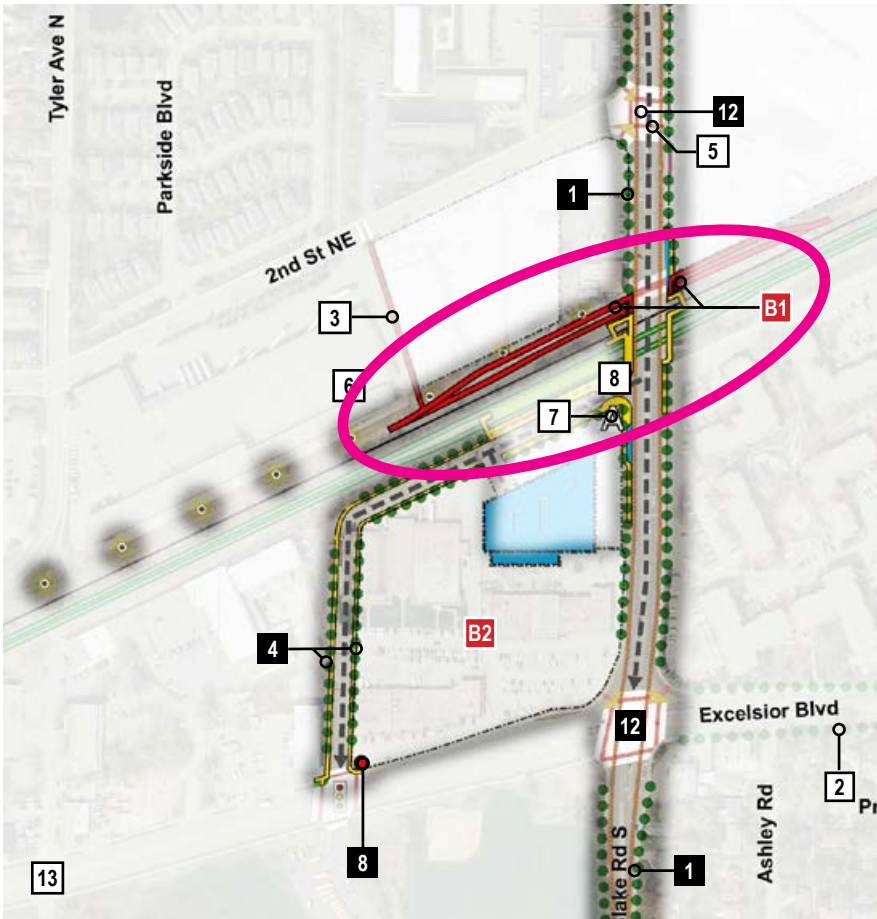


Blake Road Tunnel
From Southwest LRT station area plan

WHERE ARE WE GOING?

BLAKE

FIGURE 10-13. SW CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS + BETTERMENTS



Utility-related improvements

- # PRIMARY PRIORITY
- # SECONDARY PRIORITY
- B LOCALLY REQUESTED BETTERMENT

Development Potential

OVERVIEW

The Blake station area has strong redevelopment potential. Factors supporting redevelopment in the Blake station area include a diverse population base, good station access, several strategic sites available for redevelopment, a number of underutilized properties, and open space amenities such as Minnehaha Creek and Cottageville Park.

Near the proposed station platform, the Hennepin County-owned 43 Hoops site presents a near-term redevelopment opportunity for transit supportive uses. The Cold Storage site, now owned by the Minnehaha Creek Watershed District, and several underutilized sites along Excelsior Boulevard offer additional redevelopment opportunities near the station. A potential joint development project includes a park and ride ramp with a wrapper of mixed-use facing Blake Road and the station platform, located just south of the station. Other potential development sites could include mixed-use, high-density residential and employment uses. Development is expected to occur short to long-term in the area.

Key challenges that should be addressed to facilitate long-term development potential include station connectivity. Near term, development can be catalyzed by introducing a new park and

ride ramp/mixed-use development along Excelsior Boulevard, near the station platform. Streetscape improvements should be introduced, connecting the station to nearby businesses and neighborhoods, particularly along Blake Road.

LAND USES

High-density, mixed-use, transit-oriented development is likely to occur near the Blake station. Future land uses in the Blake station area should consist of high-density residential, office, and retail uses.

PLANNING STRATEGIES

Strategies that should be considered to facilitate future development in the station area include new roadways, streetscape improvements, Minnehaha Creek and Cottageville Park improvements, and pedestrian crossings along roadways connecting the station with potential development sites, local destinations, and neighborhoods, particularly on Blake Road.

The Blake station park and ride should be provided in a parking ramp, located between Excelsior Boulevard and the proposed LRT station platform. The park and ride ramp should be a joint development with mixed-use development.

Blake Road Tunnel
Future land use
From Southwest LRT station area plan

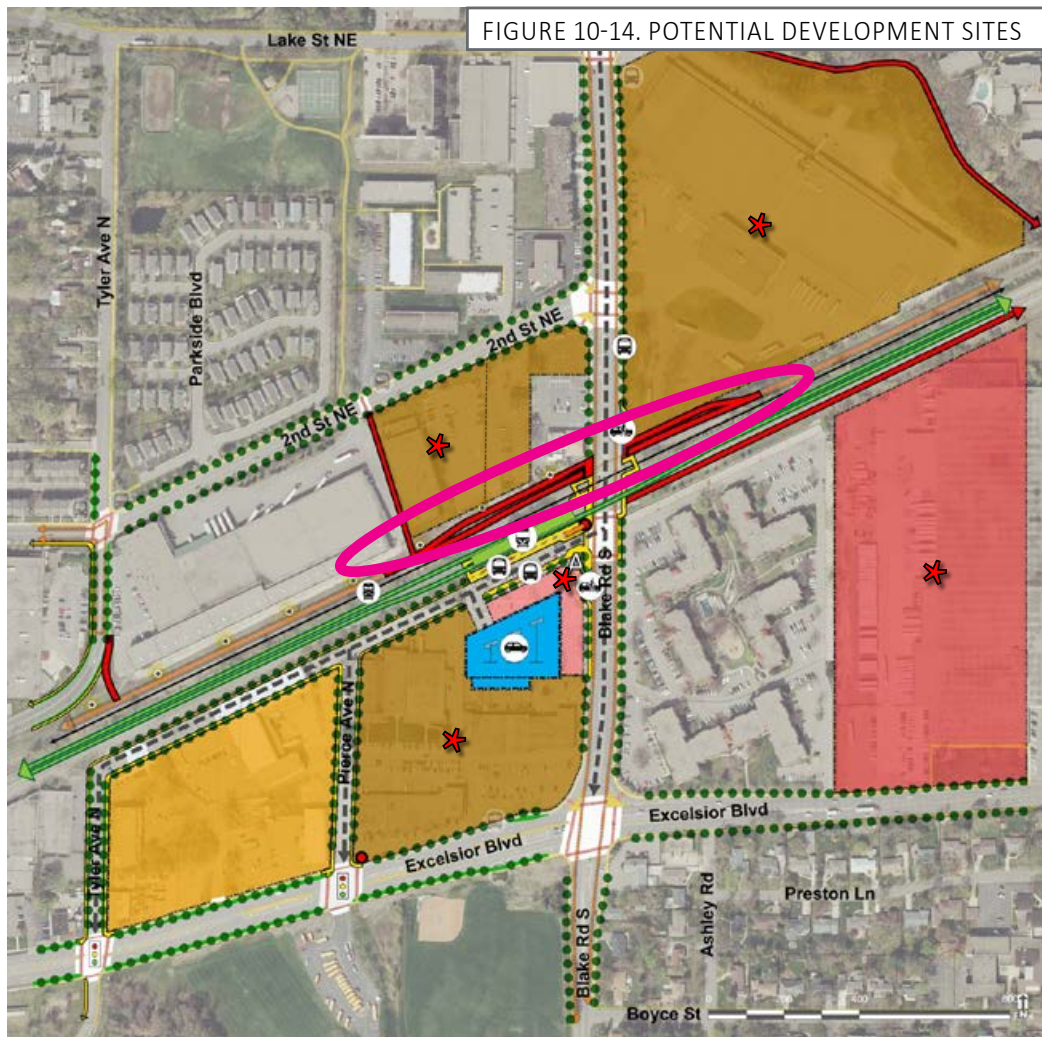


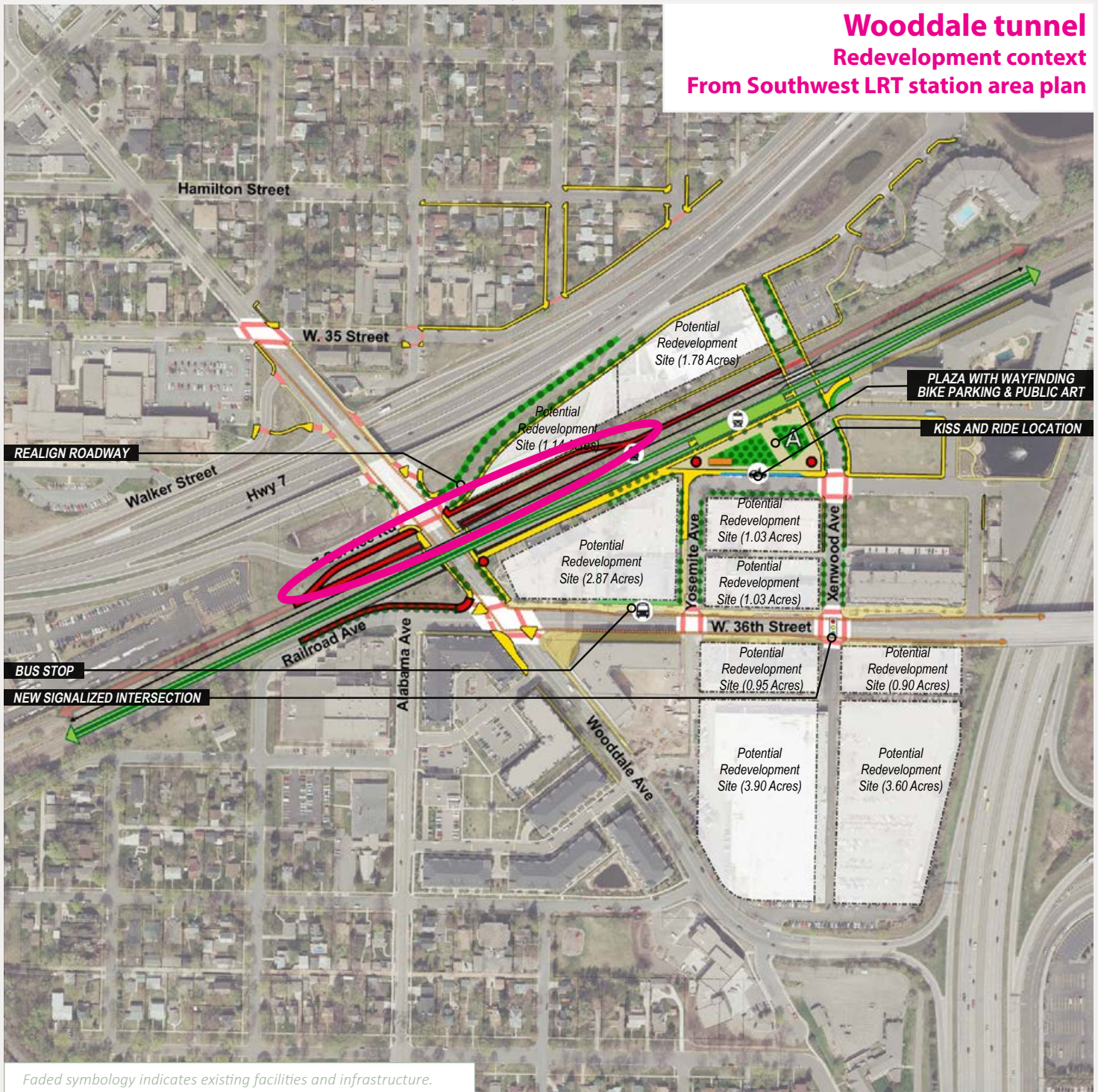
FIGURE 10-14. POTENTIAL DEVELOPMENT SITES

FUTURE LAND USE:

- MULTI-FAMILY
- RETAIL & OTHER COMMERCIAL
- MIXED-USE COMMERCIAL & OTHER
- MIXED-USE RESIDENTIAL
- *
 OPENING DAY DEVELOPMENT POTENTIAL

FIGURE 8-17. STATION AREA IMPROVEMENTS (WOODDALE EAST)

Wooddale tunnel Redevelopment context From Southwest LRT station area plan



WHERE ARE WE GOING?

WOODDALE (EAST)

- | | | | | | | | |
|--|--------------|--|--|--|--|--|-------------------------------|
| | LRT PLATFORM | | NEW SIDEWALK /
SIDEWALK IMPROVEMENT | | NEW ROADWAY | | BIKE PARKING |
| | FREIGHT LINE | | ON STREET BIKE
INFRASTRUCTURE | | STREETSCAPE | | WAYFINDING |
| | BUS STOP | | MULTI-USE PATH | | PARK AND RIDE | | PUBLIC ART OPPORTUNITY |
| | BUS SHELTER | | NEW CROSSING /
CROSSING IMPROVEMENT | | KISS AND RIDE | | POTENTIAL
DEVELOPMENT SITE |
| | | | NEW SIGNALIZED
INTERSECTION | | PLAZA SPACE / BUILDING
SETBACK AREA | | |

Development Potential

OVERVIEW

The Wooddale station area has strong redevelopment potential. Recent development activity in the area has transformed the Wooddale station area into a compact and walkable neighborhood with a mix of higher density residential with street level retail uses. Convenient access to Highways 7 and 100, and available sites for redevelopment have driven some of the recent growth. Additional sites near the station should be available for future redevelopment in the short term.

Adjacent to the proposed station platform are sites owned by Hennepin County and the City that present a short-term redevelopment opportunity for transit-supportive uses. Other underutilized sites near the station area are expected to spur development interest.

Key challenges that should be addressed to facilitate development potential include station connectivity and traffic congestion near the station platform, along Wooddale Ave.

Wooddale tunnel

Future land use

From Southwest LRT station area plan

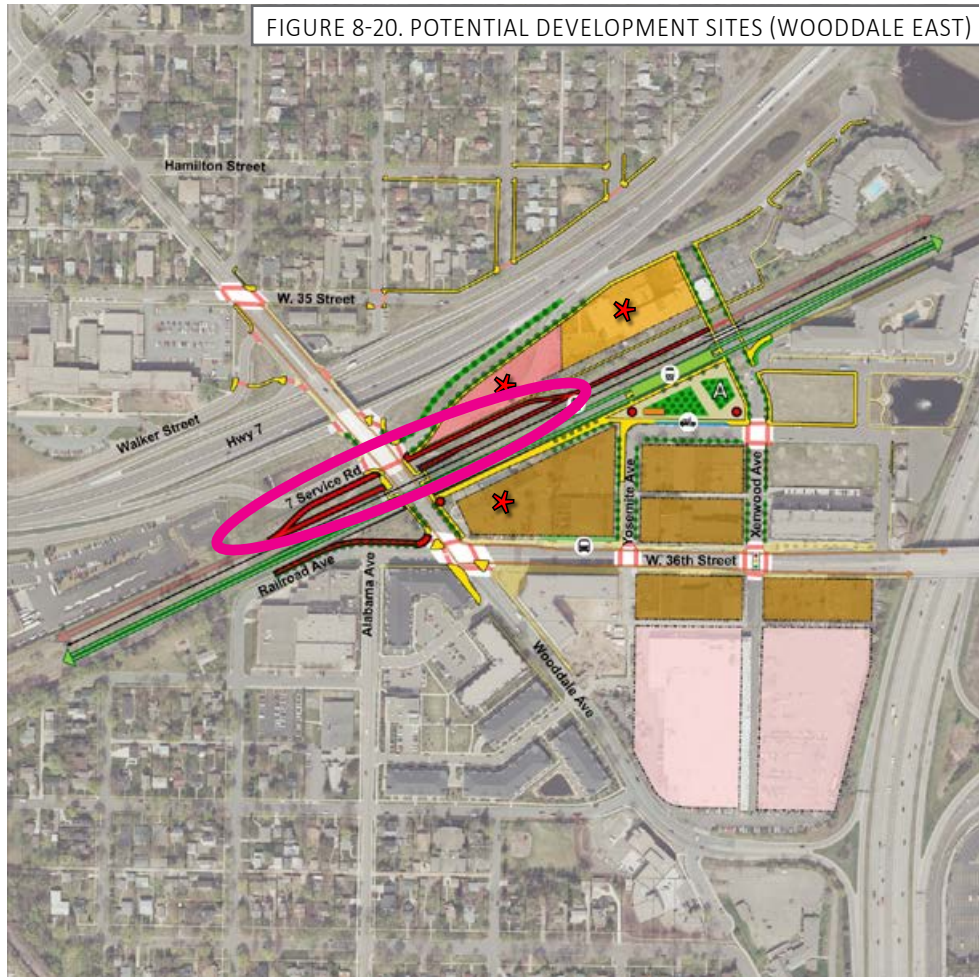
LAND USES

High density, mixed-use, transit-oriented development is likely to occur near the Wooddale station, consistent with recent redevelopment activity in the area. Future land uses in the Wooddale station area should consist of high-density residential, office, and retail uses.

PLANNING STRATEGIES

Strategies that should be considered to facilitate future development in the station area include streetscape improvements and pedestrian crossings along roadways connecting the station with potential development sites, local destinations, and neighborhoods, particularly on Wooddale Ave, W. 36th Street, Yosemite Ave, and Xenwood Ave.

FIGURE 8-20. POTENTIAL DEVELOPMENT SITES (WOODDALE EAST)



FUTURE LAND USE:

- MULTIFAMILY
- RETAIL & OTHER COMMERCIAL
- MIXED-USE RESIDENTIAL
- MIXED-USE COMM. & OTHER
- OFFICE
- * OPENING DAY DEVELOPMENT POTENTIAL

Opening Day Improvements

Wooddale tunnel

From Southwest LRT station area plan

The following tables and diagrams outline the proposed improvements to be implemented in advance of construction. Figure 8-12 show opening day improvements that are part of the SW LRT anticipated base project scope, these improvements will be part of the overall project cost for construction of the LRT line. Table 8-2 and Figure 8-12 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT anticipated base project scope. Table 8-3 (also shown in Figure 8-13) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 8-1. SW LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS (WOODDALE WEST)

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	Adjacent to and east of Wooddale Ave	Includes related LRT infrastructure
B	Kiss and Ride	Minnesota 7 Service Road and Yosemite Ave	On-street dropoff areas
C	Sidewalk/Trail	Minnesota 7 Service Rd to station platform	New sidewalk from kiss and ride on Minnesota 7 Service Rd to station platform
D	Sidewalk/Trail	Yosemite Ave to station platform	New sidewalk from kiss and ride on Yosemite Ave to station platform
E	Sidewalk/Trail	Wooddale Ave and regional trail crossing	Reconstruction of regional trail crossing at Wooddale Ave (at-grade)
F	Bike Facilities	Near station platform	Allowance for bike storage
G	Wayfinding	Near station platform	Allowance
H	Landscaping	Near station platform	Allowance
I	Water*	Near station platform	New water service and fire hydrant to station
J	Utilities*	Project limit area	Adjustment of existing utilities
K	Stormwater management*	Near station platform	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 8-2. SW LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS (WOODDALE WEST)

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
B	Sidewalk/Trail	Wooddale Ave and regional trail crossing	Construction of grade separated regional trail crossing at Wooddale Ave

TABLE 8-3. SW CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS (WOODDALE WEST)

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Roadways	Minnesota 7 Service Road	Realignment of Minnesota 7 Service Road	Secondary
2	Streetscape	Minnesota 7 Service Road	Includes sidewalk, streetscape plantings, lighting and signage	Secondary
3	Streetscape	Xenwood Ave, north of W. 35th Street	Includes sidewalks, streetscape plantings, lighting and signage	Secondary
4	Streetscape	Yosemite Ave, W. 36th Street to W. 35th Street	Includes sidewalk, streetscape plantings, lighting and signage	Secondary
5	Sidewalk/Trail	Wooddale Ave, W. 36th Street to W. 35th Street (north of Hwy 7)	Complete gaps in sidewalk system	Secondary
6	Sidewalk/Trail	W. 35th Street, Yosemite Ave to Xenwood Ave	Complete gaps in sidewalk system	Secondary
7	Sidewalk/Trail	Sidewalk along the north side of multi-use trail paralleling the tracks	Improve pedestrian connections between station area and residential housing to the east	Secondary
8	Sidewalk/Trail	South frontage road sidewalk	Improve pedestrian connections east of realigned roadway segment	Secondary
9	Intersection Enhancements	Wooddale Ave, W. 36th Street to W. 35th Street (north of Hwy 7)	Enhanced crosswalks	Secondary
10	Intersection Enhancements	W. 36th Street, Wooddale Ave to Xenwood	Enhanced crosswalks and new traffic signal (at Xenwood)	Secondary
11	Intersection Enhancements	Walker Street: midblock crossing to school	Crosswalk striping and one ped ramp	Primary
12	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
13	Bike Facilities	W. 36th Street and Wooddale Ave	On-street bike lanes	Secondary
14	Public Plaza	Along east side of Wooddale Ave, south of LRT line	Includes paving, seating, plantings, public art and lighting (beyond SPO improvements)	Primary
15	Public Art	Station Area	Incorporate public art (beyond SPO improvements)	Secondary
16	Sanitary Sewer	Station area	Coordinate with MCES to relocate existing interceptor	Primary

WHERE ARE WE GOING?

WOODDALE (WEST)

FIGURE 8-12. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY IMPROVEMENTS (WOODDALE WEST)



Wooddale tunnel
From Southwest LRT station area plan

WHERE ARE WE GOING?

WOODDALE (WEST)

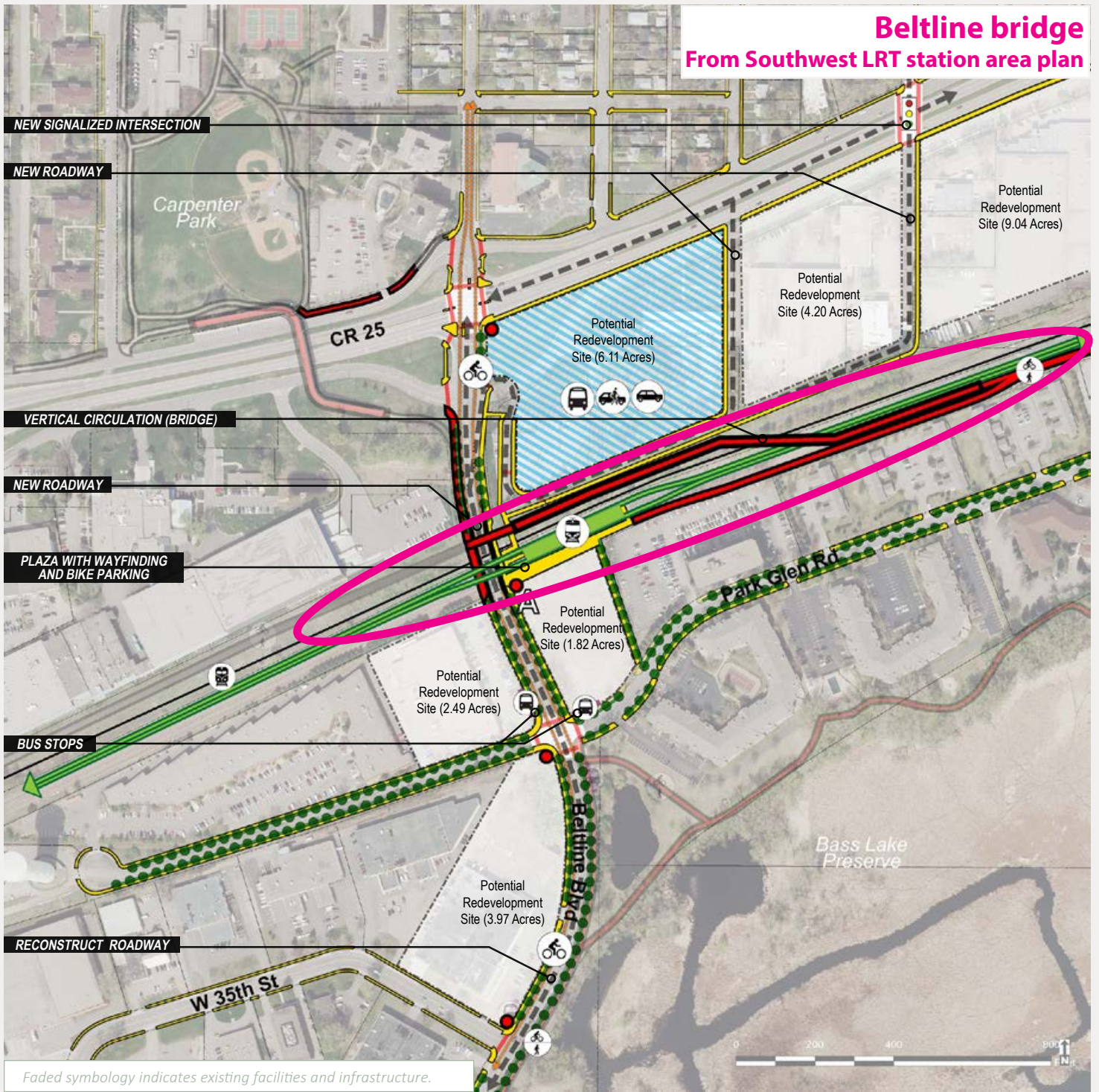
FIGURE 8-13. SW CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY IMPROVEMENTS + BETTERMENTS (WOODDALE WEST)



- # PRIMARY PRIORITY
- # SECONDARY PRIORITY
- B** LOCALLY REQUESTED BETTERMENT

FIGURE 7-10. STATION AREA IMPROVEMENTS

Beltline bridge
From Southwest LRT station area plan



Faded symbology indicates existing facilities and infrastructure.

- | | | | |
|--------------|-------------------------------------|-----------------------------|-------------------------------------|
| LRT PLATFORM | NEW SIDEWALK / SIDEWALK IMPROVEMENT | NEW ROADWAY | BIKE PARKING |
| FREIGHT LINE | ON STREET BIKE INFRASTRUCTURE | STREETSCAPE | WAYFINDING |
| BUS STOP | MULTI-USE PATH | PARK AND RIDE | PUBLIC ART OPPORTUNITY |
| BUS SHELTER | NEW CROSSING / CROSSING IMPROVEMENT | KISS AND RIDE | POTENTIAL DEVELOPMENT SITE |
| | | NEW SIGNALIZED INTERSECTION | PLAZA SPACE / BUILDING SETBACK AREA |

WHERE ARE WE GOING?

BELT LINE

Opening Day Improvements

Beltline bridge
From Southwest LRT station area plan

The following tables and diagrams outline the proposed improvements to be implemented in a and Figure 7-14 show opening day improvements that are part of the SW LRT anticipated base project scope. Table 7-2 and Figure 7-15 include opening day improvements that are recommended as part of the Southwest Corridor Investment Framework and are beyond the SW LRT anticipated base project scope. Table 7-3 (also shown in Figure 7-15) includes locally requested "betterments"- or improvements that cities have requested to be included in the base project scope pending funding availability.

TABLE 7-1. SOUTHWEST LRT ANTICIPATED BASE PROJECT SCOPE - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
A	LRT Platform	East of Belt Line Blvd, North of HCRRA site	Includes related LRT infrastructure
B	Park and Ride	North of station platform, south of CSAH 25	Approximately 540 stall surface lot, includes lighting
C	Kiss and Ride	North of station platform, south of CSAH 25	Dropoff area incorporated with park and ride lot
D	Bus Facilities	North of station platform, south of CSAH 25	Bus stop, layover and turnaround incorporated with park and ride lot to accommodate 2 bus routes
E	Roadways	Frontage road adjacent to CSAH 25	Reconfiguration of frontage road between Belt Line Blvd. and Lynn Ave.
F	Sidewalk/Trail	Belt Line Blvd. and regional trail crossing	Reconstruction of regional trail crossing (includes new queue cutter signal)
G	Sidewalk/Trail	East of Belt Line Blvd, North of HCRRA site	New trail bridge over freight rail and LRT just east of Belt Line Blvd.
H	Intersection Enhancement	CSAH 25 and Lynn Ave	New traffic signals and crosswalks
I	Bike Facilities	Near station platform	Allowance for bike storage
J	Wayfinding	Near station platform and park and ride lot	Allowance
K	Landscaping	Near station platform and park and ride lot	Allowance (includes landscaping for park and ride lot)
L	Water*	Near station platform	New water service and fire hydrant to station
M	Utilities*	Project limit area	Adjustment of existing utilities
N	Stormwater management*	Near station platform and park and ride lot	Allowance

Note: Anticipated Southwest LRT Base Project Scope as of December 2013 (subject to change)

* Improvement not symbolized on opening day figures (exact location to be determined as part of the base project scope)

TABLE 7-2. SOUTHWEST LRT LOCALLY REQUESTED BETTERMENTS - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES
B1	Roadways	Belt Line Blvd, Park Glen Rd. to CSAH 25	Grade separated crossing with Freight/LRT and regional trail (Belt Line under)
B2	Trail Overpass	At Belt Line Blvd.	Trail over Belt line (Note: B2 is an alternative to B1 in the event that grade separation with Belt Line does not occur)

TABLE 7-3. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS

PLAN KEY	IMPROVEMENT	PROJECT LOCATION	PROJECT NOTES	PRIORITY
1	Roadways	Backage roadway Monterey Ave to Lynn Ave	Construction of backage road along north side of LRT line from Monterey Ave to Lynn Ave and extension of Lynn Ave to backage road	Secondary
2	Roadways	Belt Line Blvd, West 36th Street to CSAH 25	Includes roadway, sidewalk, multi-use trail, streetscape plantings, furnishings, lighting, bike facilities and signage	Primary
3	Streetscape	Park Glen Rd.	Includes sidewalks, streetscape plantings, furnishings, lighting, bike facilities and signage	Secondary
4	Sidewalk/Trail	Along new roadways	Include sidewalks along new roadway segments	Primary
5	Sidewalk/Trail	CSAH 25, Belt Line Blvd to Lynn Ave	Sidewalks along the south side of CSAH 25	Secondary
6	Sidewalk/Trail	Roads north of CSAH 25 (Ottawa, Monterey and Lynn)	New sidewalks to complete gaps in the sidewalk system	Secondary
7	Intersection Enhancement	CSAH 25 and Belt Line Blvd	Enhanced crosswalks and traffic signals	Secondary
8	Intersection Enhancement	Belt Line Blvd and Park Glen Rd.	Enhanced crosswalks and new traffic signals	Primary
9	Bike Facilities	Near station platform	Bike parking, lockers, pump station and bike share facilities (beyond SPO improvements)	Primary
10	Wayfinding	Station Area	Signage and wayfinding (beyond SPO improvements)	Primary
11	Public Plaza	Along south side of LRT	Plaza includes plaza, parking, seating, plantings, lighting, signage, and public art (beyond SPO improvements)	Primary
12	Public Art	Station Area	Incorporate public art (beyond SPO improvements)	Secondary
13	Sanitary Sewer	Along CSAH 25	Relocate existing 9" and 10" sanitary sewer and MCES interceptor pipe	Primary
14	Water	Along CSAH 25	Relocate existing 12" water main	Primary
15	Water	Belt Line Blvd.	Consider upsizing water main	Primary
16	Bike Facilities	Ottawa St. north of CSAH 25 to Minnetonka Blvd.	Bike Lanes	Secondary

WHERE ARE WE GOING?

BELT LINE

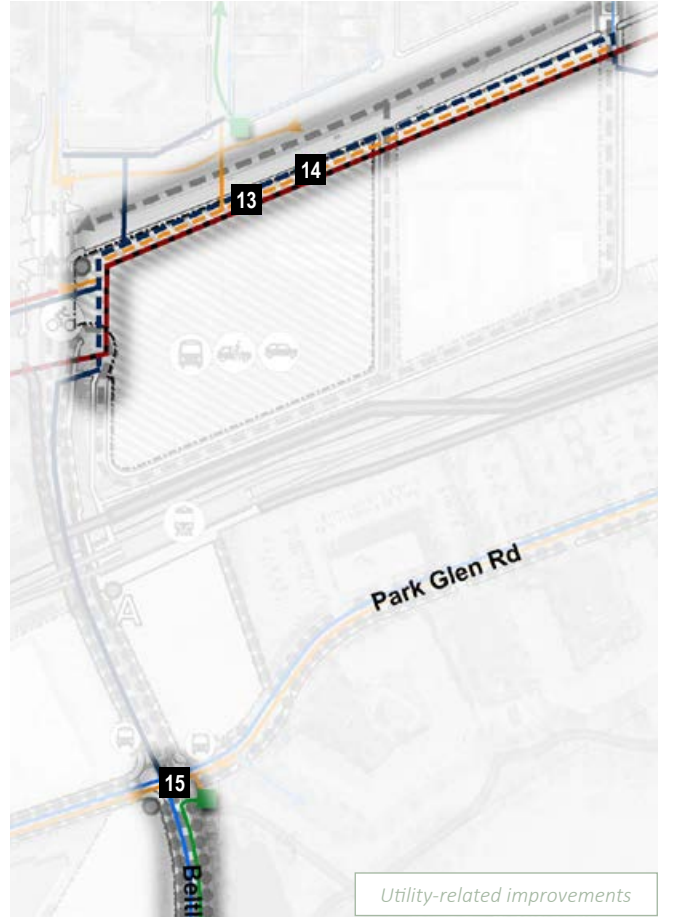
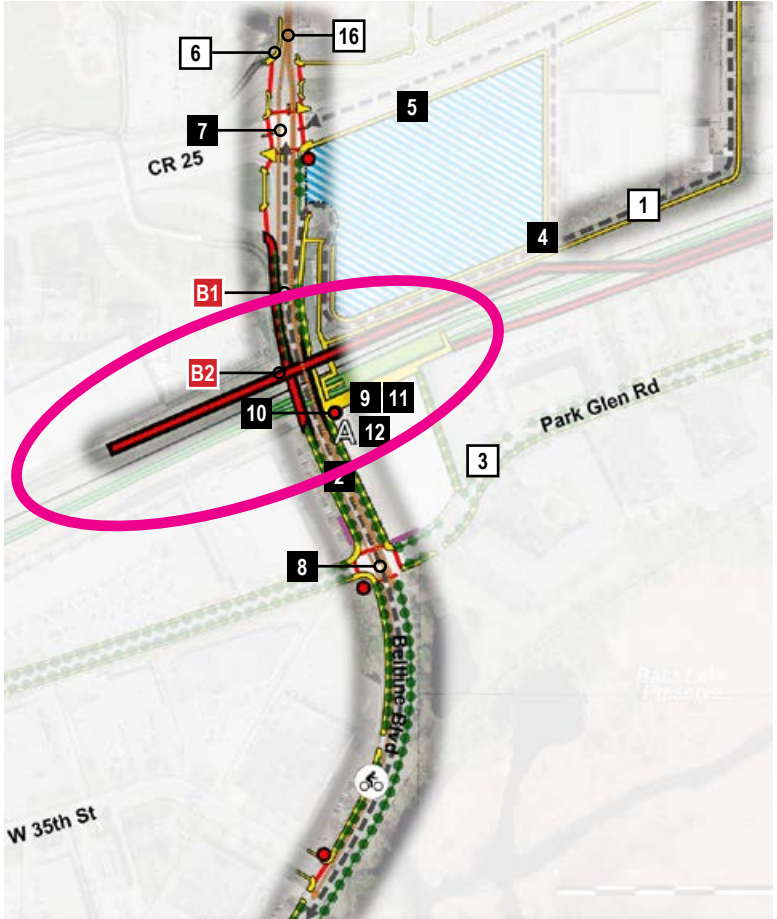


Beltline bridge
From Southwest LRT station area plan

WHERE ARE WE GOING?

BELT LINE

FIGURE 7-15. SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK (TSAAP) - OPENING DAY STATION AREA IMPROVEMENTS



PRIMARY PRIORITY # SECONDARY PRIORITY B BETTERMENTS

Development Potential

OVERVIEW

Several factors surrounding the Belt Line station present opportunities for future redevelopment. In addition to a new LRT station, nearby destinations and amenities that might drive development interest include the Excelsior & Grand mixed-use development, St. Louis Park Recreation Center, Wolfe Park, and Bass Lake Preserve.

The land uses near the Belt Line station area include a mix of light industrial, commercial, residential, and park/open space uses. Adjacent to the proposed station platform is a two-acre Hennepin County-owned site that remains vacant. Underutilized sites such as this and other nearby commercial and light industrial sites along Belt Line Boulevard and CSAH 25 present opportunities for future redevelopment in the area.

Key challenges that should be addressed to facilitate development potential include land uses, additional roadways and existing roadway improvements, smaller block sizes, connectivity in the station area, and traffic concerns along Belt Line Boulevard.

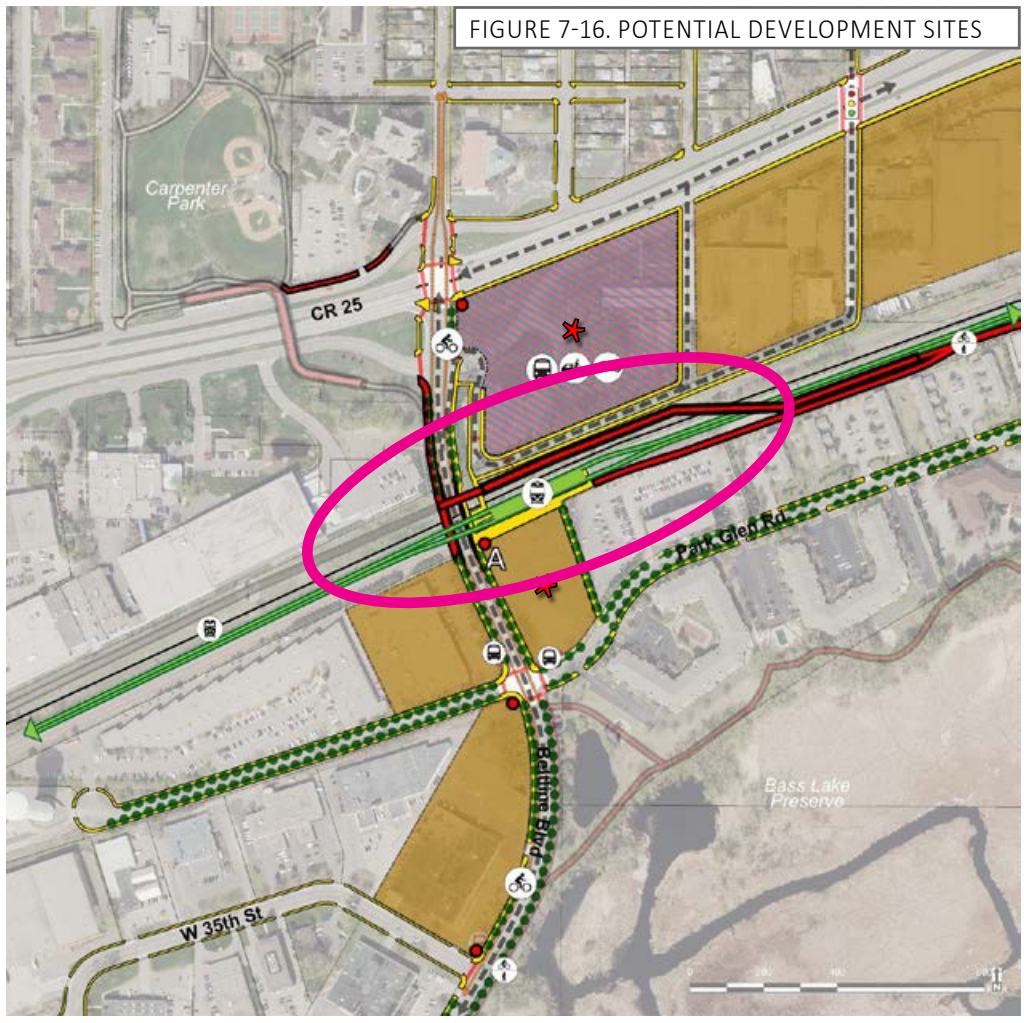
LAND USES

Long-term development potential for the Belt Line station area should include an eclectic mix of light industrial, office, high density residential, office, and commercial land uses.

PLANNING STRATEGIES

Several strategies should be addressed to facilitate future development in the station area. Land uses, large block sizes, and limited connectivity in the area create challenges to accessing the station. Redevelopment should seek opportunities to introduce a finer grain of streets and block sizes to enhance station mobility and set up a framework for more compact, higher density, mixed-use development. Streetscape improvements along roadways connecting the station area with potential development sites, local destinations, neighborhoods and bus transit facilities will enhance development potential in the area. In particular, streetscape improvements to CSAH 25 and Belt Line Boulevard are essential to enhancing access and development potential near the station.

Beltline bridge
Future land use
From Southwest LRT station area plan





PHONE
612-348-3081
FAX 612-348-8701

BOARD OF HENNEPIN COUNTY COMMISSIONERS

A-2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487-0240

November 25, 2014

Ms. Elaine Koutsoukos
TAB Coordinator – Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

SUBJECT: Application for Federal Funding for Cedar Lake LRT Regional Trail Grade-Separated Crossings

Dear Ms. Koutsoukos:

On behalf of the Hennepin County Board of Commissioners, we would like to express support for Hennepin County's application for federal funding through the Metropolitan Council-administered Regional Solicitation to grade-separate three Cedar Lake LRT Regional Trail crossings of roadways in Hopkins and St. Louis Park. The grade separation of these three crossings will provide safe environments at roadway intersections that will become more complex in the near future with light rail, freight rail, automobiles, pedestrians, and bicyclists all operating in the vicinity of the trail crossings.

The Southwest LRT Regional Trail Crossings project would, if funded, install tunnels for the regional trail beneath Blake Road and Wooddale Avenue, as well as extend a Southwest LRT programmed trail bridge over Beltline Boulevard. These grade separations will create a continuous five-mile segment of regional trail without a single at-grade road crossing. The grade separations will be adjacent to Southwest (METRO Green Line) transit stations, creating safe and convenient access to the METRO system from the regional trail, as well as improving connectivity to the transit-oriented development that is existing and anticipated near the LRT stations. These improvements are also expected to extend the Cedar Lake Regional Trail's commute shed by nearly a mile and make the regional trail more accessible for people with disabilities.

Hennepin County has great interest in improving the safety and functionality of the Cedar Lake LRT Regional Trail. Hennepin County is working closely with Three Rivers Park District to cost-share the design, construction, and local match for the proposed grade-separated trail crossings. In addition, the Southwest LRT Project Office and the cities of Hopkins and St. Louis Park have all expressed their support for the application for the grade-separated trail crossings.

Thank you for your consideration of our application. We look forward to working with you as we await funding notification and as we implement the project.

Sincerely,

Marion Greene
Hennepin County Commissioner
District Three

Peter McLaughlin
Hennepin County Commissioner
District Four

Jan Callison
Hennepin County Commissioner
District Six



Hennepin County

Public Works

Housing, Community Works and Transit Department

John Doan, Director

701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415-1842

612-348-9260, Phone

612-348-9710, Fax

www.hennepin.us

November 25, 2014

Mr. Mike Mornson
City Manager
1010 1st Street South
Hopkins, MN 55343

SUBJECT: Application for Federal Funding for Cedar Lake LRT Regional Trail

Dear Mr. Mornson:

Thank you for your support for Hennepin County's application for federal funding through the Metropolitan Council-administered Regional Solicitation to grade-separate three Cedar Lake LRT Regional Trail crossings of roadways in Hopkins and St. Louis Park.

The Southwest LRT Regional Trail Crossings project would, if funded, install tunnels for the regional trail beneath Blake Road and Wooddale Avenue, as well as extend a Southwest LRT programmed trail bridge over Beltline Boulevard. These grade separations will create a continuous five-mile segment of regional trail without a single at-grade road crossing.

The grade separations will be adjacent to Southwest (METRO Green Line) transit stations, creating safe and convenient access to the METRO system for the anticipated transit-oriented development near the stations. These improvements are expected to extend the regional trail's commute shed by nearly a mile, improve accessibility to the LRT stations, and make Cedar Lake LRT Regional Trail more accessible for people with disabilities.

We look forward to working with you as we await funding notification to implement the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Doan', written in a cursive style.

John Doan, Director
Housing, Community Works and Transit



City of Hopkins

1010 First Street South • Hopkins, MN 55343-7573 • Phone: 952-935-8474 • Fax: 952-935-1834
Web address: www.hopkinsmn.com

November 24, 2014

Ms. Debra Brisk
Assistant County Administrator - Public Works
A-2303 Government Center
300 South 6th Street
Minneapolis, MN 55487-0233

SUBJECT: City of Hopkins' Support for Cedar Lake LRT Regional Trail Grade-Separated Crossings
Project & Federal Application

Dear Ms. Brisk:

On behalf of the City of Hopkins, I would like to express support for Hennepin County's Federal Transportation Application to develop grade-separated crossings for the Cedar Lake LRT Regional Trail at Blake Road in Hopkins, Wooddale Avenue in St. Louis Park, and Beltline Blvd in St. Louis Park. Grade separation of these three crossings will provide a safe environment at what is currently, and will become even a more complex intersection of light rail, heavy rail, automobiles, pedestrians and bicyclists. From our perspective, this crossing is the most challenging in our city.

The City of Hopkins, along with many stakeholders, has studied the Blake Road corridor and is in the process of completing a collaborative design study. A strong recommendation of the study is for grade separation of the regional trail in order to eliminate conflicts with the other modes of transportation at a very congested intersection.

In addition to the safety improvements, the grade-separated crossings will decrease trail users time spent waiting to cross a very busy roadway. These improvements will result in a better experience for all, a broadened bike commuter shed, and increased trail usage.

If you should have any questions, feel free to contact me at 952/548-6301.

Sincerely,

Mike Mornson
City Manager



Hennepin County

Public Works

Housing, Community Works and Transit Department

John Doan, Director
701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415-1842

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November 25, 2014

Mr. Craig Lamothe
Project Director – Southwest Light Rail Transit
Park Place West Building, Suite 500
6465 Wayzata Boulevard
St. Louis Park, MN 55426

SUBJECT: Application for Federal Funding for Cedar Lake LRT Regional Trail

Dear Mr. Lamothe:

Thank you for your support for Hennepin County's application for federal funding through the Metropolitan Council-administered Regional Solicitation to grade-separate three Cedar Lake LRT Regional Trail crossings of roadways in Hopkins and St. Louis Park.

The Southwest LRT Regional Trail Crossings project would, if funded, install tunnels for the regional trail beneath Blake Road and Wooddale Avenue, as well as extend a Southwest LRT programmed trail bridge over Beltline Boulevard. These grade separations will create a continuous five-mile segment of regional trail without a single at-grade road crossing.

The grade separations will be adjacent to Southwest (METRO Green Line) transit stations, creating safe and convenient access to the METRO system for the anticipated transit-oriented development near the stations. These improvements are expected to extend the regional trail's commute shed by nearly a mile, improve accessibility to the LRT stations, and make Cedar Lake LRT Regional Trail more accessible for people with disabilities.

We look forward to working with you as we await funding notification to implement the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Doan', written in a cursive style.

John Doan, Director
Housing, Community Works and Transit

November 24, 2014

Debra Brisk
Assistant County Administrator – Public Works
A2303 Hennepin County Government Center
300 South Sixth Street
Minneapolis, MN 55487

Dear Ms. Brisk:

The Southwest LRT (METRO Green Line Extension) Project Office is pleased to support Hennepin County's application for Cedar Lake LRT Regional Trail grade-separated crossings. The grade separations at Blake Road, Wooddale Avenue and Beltline Boulevard are called for in the Southwest Transitional Station Area Action Plans as important connections to enable transit users' safe access to the light rail stations.

The Southwest LRT Regional Trail grade separations will improve light rail operational safety and non-motorized access to the stations. Separating regional trail users from the light rail intersections with these busy roadways is expected to reduce crashes and conflicts for all modes.

In addition to the safety benefits, the grade separations will create an exceptional bicycling route for a total length of five miles without a single at-grade road crossing. The combination of high-quality regional trail and light rail will create affordable, high-amenity and livable places as the station areas develop.

The Southwest LRT Project Office looks forward to working with Hennepin County as the project is implemented.

Sincerely,



Craig A. Lamothe, AICP
Project Director, Southwest LRT



Hennepin County

Public Works

Housing, Community Works and Transit Department

John Doan, Director

701 Fourth Avenue South, Suite 400
Minneapolis, Minnesota 55415-1842

612-348-9260, Phone

612-348-9710, Fax

www.hennepin.us

November 25, 2014

Mr. Tom Harmening
City Manager
5005 Minnetonka Boulevard
St. Louis Park, MN 55416

SUBJECT: Application for Federal Funding for Cedar Lake LRT Regional Trail

Dear Mr. Harmening:

Thank you for your support for Hennepin County's application for federal funding through the Metropolitan Council-administered Regional Solicitation to grade-separate three Cedar Lake LRT Regional Trail crossings of roadways in Hopkins and St. Louis Park.

The Southwest LRT Regional Trail Crossings project would, if funded, install tunnels for the regional trail beneath Blake Road and Wooddale Avenue, as well as extend a Southwest LRT programmed trail bridge over Beltline Boulevard. These grade separations will create a continuous five-mile segment of regional trail without a single at-grade road crossing.

The grade separations will be adjacent to Southwest (METRO Green Line) transit stations, creating safe and convenient access to the METRO system for the anticipated transit-oriented development near the stations. These improvements are expected to extend the regional trail's commute shed by nearly a mile, improve accessibility to the LRT stations, and make Cedar Lake LRT Regional Trail more accessible for people with disabilities.

We look forward to working with you as we await funding notification to implement the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Doan', written in a cursive style.

John Doan, Director
Housing, Community Works and Transit

November 25, 2014

Ms. Debra Brisk
Assistant County Administrator - Public Works
A-2303 Government Center
300 South 6th Street
Minneapolis, MN 55487-0233

SUBJECT: City of St. Louis Park - Support for Cedar Lake LRT Regional Trail Grade-Separated Crossings Project & Federal Application

Dear Ms. Brisk:

The City of St. Louis Park is sending this letter to support Hennepin County's Federal Transportation Application to develop grade-separated crossings for the Cedar Lake LRT Regional Trail. Two of the at-grade crossings are in St. Louis Park at Wooddale Avenue and Beltline Boulevard, and have been the source of traffic conflict in our community; grade separating the Blake crossing is also critical to the safe continuity of the trail as an important regional facility.

With grade separation, cyclists and pedestrians will have a much safer and more comfortable environment at these locations, as it will remove the traffic conflicts at these very heavily used crossings. In turn, LRT riders will be much more willing to use the regional trail for access to the stations along the Green Line Extension. This will serve to increase the ridership and the "commutershed" by allowing more riders to easily get to and from the LRT stations. Recreational users and commuters will benefit from a seamless trail experience as well. Separating the trail greatly increases the value of this amenity and provides much more strength to this alternative transportation mode.

St. Louis Park strongly supports the work of Hennepin County and Three Rivers Park District to grade separate all of the crossings along the regional trail, and believes it is critical to the future success of the regional trail.

Sincerely,



Thomas K. Harmening/ns
City Manager

Southwest LRT Regional Trail Crossings

2018 regional solicitation, bicycle and pedestrian facilities

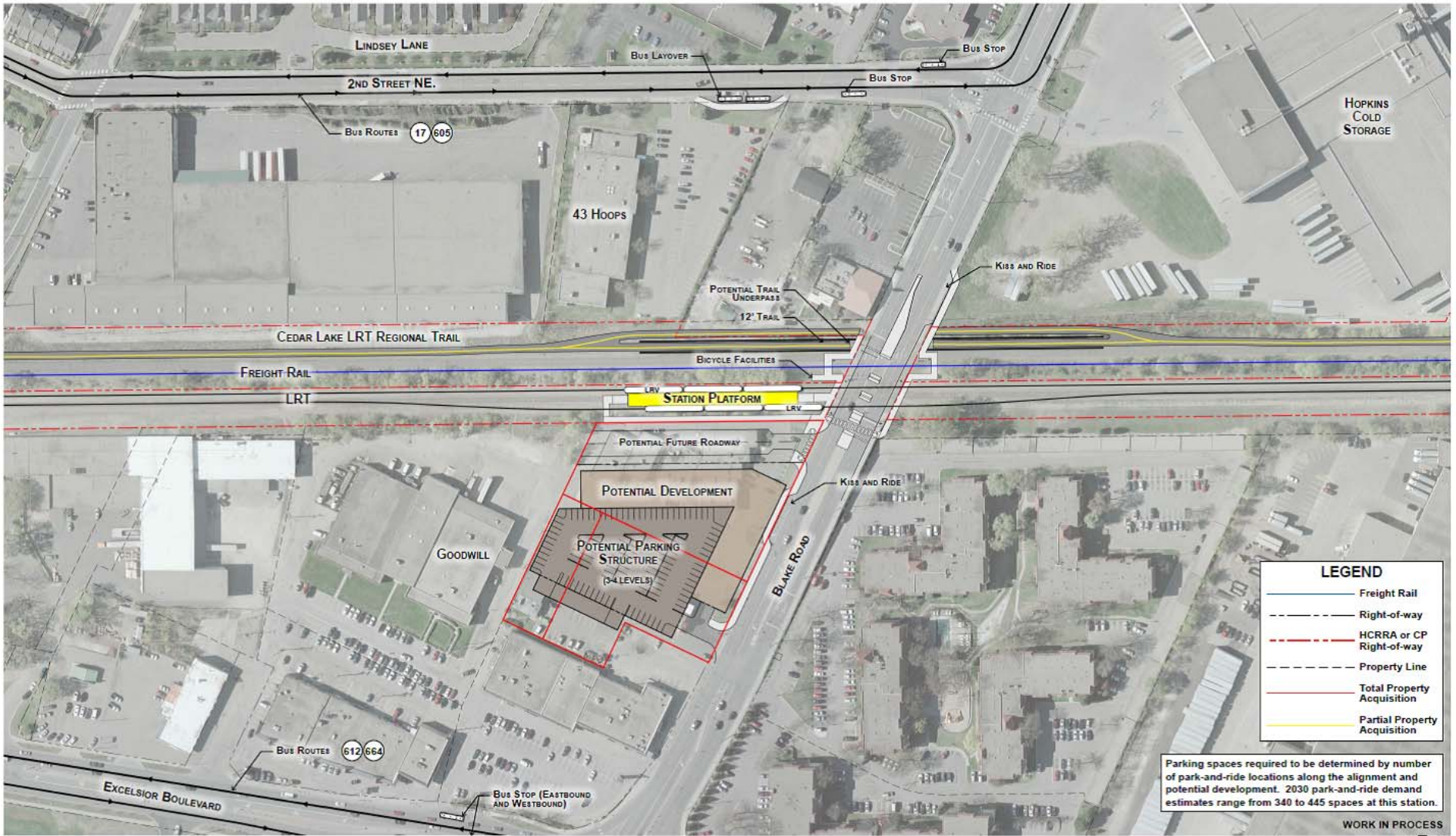
Preliminary plans

Page

- 2 Preliminary plan for Blake Road trail crossing
- 3 Preliminary plan for Wooddale Avenue trail crossing
- 4 Preliminary plan for Beltline Boulevard trail crossing

Southwest LRT Regional Trail Crossings - Preliminary Plan

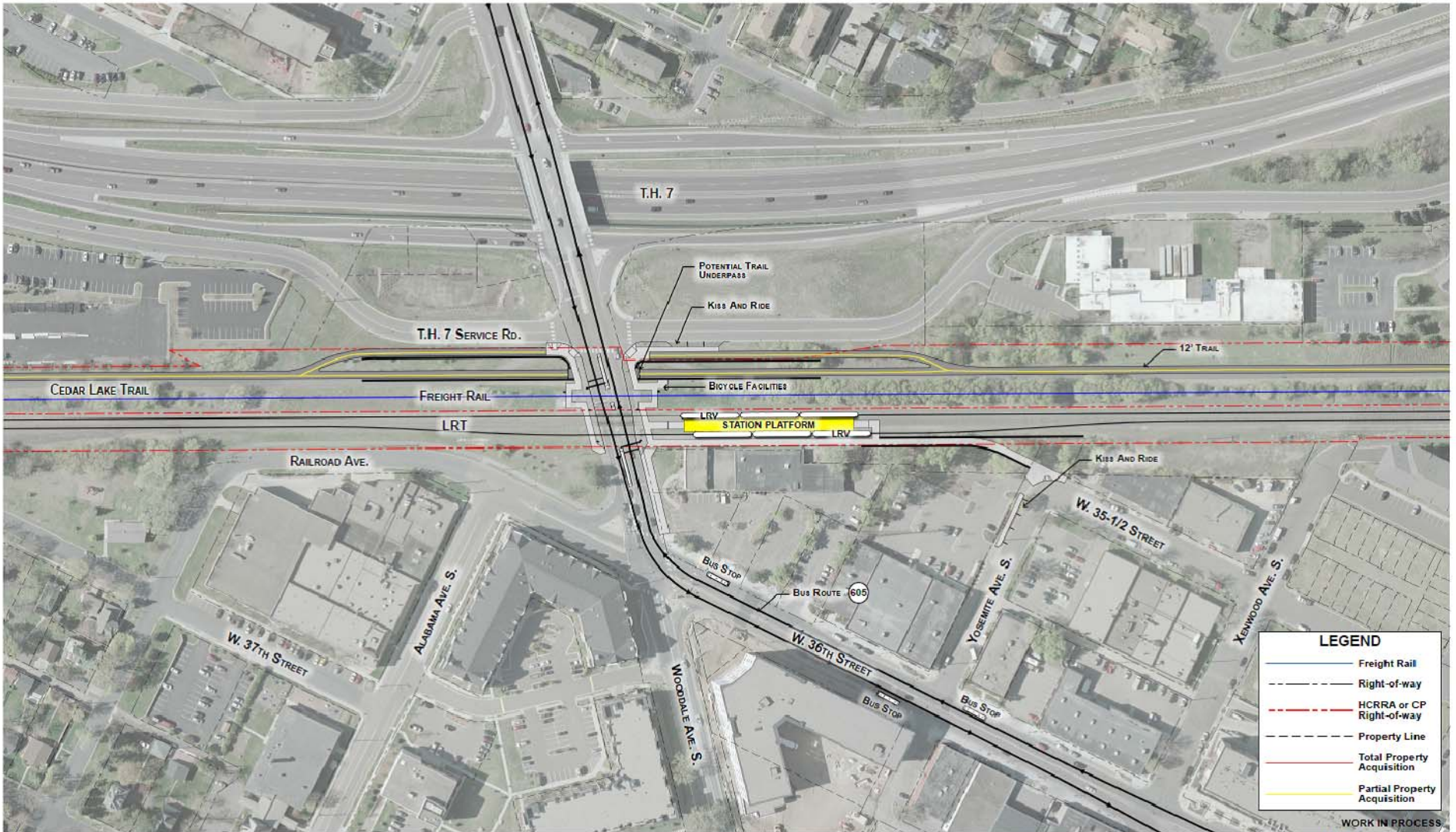
Proposed Grade-Separation Under Blake Road and Connections to Southwest LRT Infrastructure



Site Plan

Southwest LRT Regional Trail Crossings - Preliminary Plan

Proposed Grade-Separation Under Wooddale Avenue and Connections to Southwest LRT Infrastructure



Site Plan

WORK IN PROCESS
 Scale: 1"=50' 0 25 50

Southwest LRT Regional Trail Crossings - Preliminary Plan

Proposed Grade-Separation Over Beltline Boulevard and Connections to Southwest LRT Infrastructure

Grade-Separation Would Occur on an Extension of the Southwest LRT Programmed Bridge - Structure Shown in Yellow





Hennepin County

Public Works

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Minneapolis, Minnesota 55415-1842

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November 25, 2014

Mr. Jonathan Vlaming
Associate Superintendent
3000 Xenium Lane North
Plymouth, MN 55441-1299

SUBJECT: Application for Federal Funding for Cedar Lake LRT Regional Trail

Dear Mr. Vlaming:

Thank you for your support for Hennepin County's application for federal funding through the Metropolitan Council-administered Regional Solicitation to grade-separate three Cedar Lake LRT Regional Trail crossings of roadways in Hopkins and St. Louis Park.

The Southwest LRT Regional Trail Crossings project would, if funded, install tunnels for the regional trail beneath Blake Road and Wooddale Avenue, as well as extend a Southwest LRT programmed trail bridge over Beltline Boulevard. These grade separations will create a continuous five-mile segment of regional trail without a single at-grade road crossing.

The grade separations will be adjacent to Southwest (METRO Green Line) transit stations, creating safe and convenient access to the METRO system for the anticipated transit-oriented development near the stations. These improvements are expected to extend the regional trail's commute shed by nearly a mile, improve accessibility to the LRT stations, and make Cedar Lake LRT Regional Trail more accessible for people with disabilities.

We look forward to working with you as we await funding notification and as we implement the project.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Doan', written in a cursive style.

John Doan, Director
Housing, Community Works and Transit



ThreeRivers
PARK DISTRICT

November 21, 2014

**Three Rivers
Park District
Board of
Commissioners**

Ms. Debra Brisk 
Assistant County Administrator - Public Works
A-2303 Government Center
300 South 6th Street
Minneapolis, MN 55487-0233

Penny Steele
District 1

SUBJECT: Three Rivers Support for Cedar Lake LRT Regional Trail Grade-Separated Crossings Project & Federal Application.

Dear Ms. Brisk:

Jennifer DeJournett
District 2

Three Rivers Park District appreciates and supports Hennepin County's Federal Transportation Application to develop three (3) grade-separated crossings for the Cedar Lake LRT Regional Trail at Blake Road in Hopkins, Wooddale Avenue in St. Louis Park, and Beltline Blvd in St. Louis Park.

Daniel Freeman,
Vice Chair
District 3

Grade separation of these three crossings will result in the removal of the final three gaps in an otherwise seamless major commuting trail from Hopkins to downtown Minneapolis. Replacement of the at-grade crossings is expected to significantly decrease trail commuters' road crossing delays associated with the future SWLRT, and which, if left unaddressed, would have decreased the commuter shed of the trail by nearly one mile – a major service reduction in a fully developed area.

John Gunyou,
Chair
District 4

In addition, these grade-separated crossings will remove significant safety issues associated with adjoining at-grade road crossings of the regional trail, heavy freight and the SWLRT line across Blake, Wooddale and Beltline.

John Gibbs
District 5

Three Rivers will work with Hennepin County and other potential partners to cost-share the design and construction local match for the proposed Grade-Separated Crossings Project. Three Rivers Board of Commissioners will consider passage of a Resolution that specifies the exact funding amount at their December 18th, 2014 Board meeting.

Larry Blackstad
Appointed
At Large

If you should have any questions, feel free to contact me at 763-694-7632.

Sincerely,



Steve Antolak
Appointed
At Large

Jonathan Vlaming
Associate Superintendent
Planning, Design and Technology

JCV/jjs

Boe Carlson
Superintendent