



Application

04787 - 2016 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

05080 - CSAH25/Beltline Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/15/2016 8:27 AM

Primary Contact

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* 	St. Louis Park	Minnesota	55416	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name: ST LOUIS PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5005 MINNETONKA BLVD

*

ST LOUIS PARK

Minnesota

55416

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-924-2551

Ext.

Fax:

PeopleSoft Vendor Number

000004465A1

Project Information

Project Name

CSAH 25/Beltline Pedestrian Improvements

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Hennepin County (portion)

The proposed project will complete gaps in the pedestrian system along Beltline Blvd, CSAH 25, Ottawa Avenue, and Lynn Avenue in order to improve pedestrian access across the busy CSAH 25 corridor and connect to the planned Beltline LRT station (Southwest LRT-Green Line Extension). The project consists of constructing pedestrian facilities on the following roadways: along Beltline Blvd from West 36th Street to Minnetonka Blvd; replacing and completing gaps in the sidewalks along both sides of Ottawa Avenue and Lynn Avenue from CSAH 25 to Minnetonka Blvd; and constructing a walkway along CSAH 25 from Beltline Blvd to Lynn Avenue. In addition, streetscaping elements will be installed along CSAH 25 and Beltline Blvd.

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

The proposed project will build upon the City of St. Louis Park's efforts to improve multi-modal access within and across the CSAH 25 corridor, transform the CSAH 25 corridor into an urban corridor with pedestrian friendly features, and accommodate recommended local improvements identified in the Beltline Transitional Station Area Action Plan.

CSAH 25 is an A-Minor Arterial that transitions from the State Highway 7 expressway west of State Highway 100 to an urban arterial (Lake Street) in Minneapolis. CSAH 25 is a 4-lane divided roadway with no bike or pedestrian facilities, has a speed limit of 45mph, and ADT of 25,500. The level of high-speed traffic and congestion currently makes it unattractive to walk even with all of the nearby destinations and amenities the area offers. With the planned LRT station located just south of CSAH 25 at Beltline Blvd, the City is looking to build upon the existing population and employment base and future regional investments in the area to make it more inviting and comfortable for walking along and across the CSAH 25 corridor.

The proposed project will provide the following benefits:

1. Connect: Upgrade pedestrian facilities to improve safety and north-south connectivity (and reduce automobile dependence) beyond the planned Beltline LRT station area.
2. Enhance: Transform the CSAH 25 corridor to an urban boulevard with more pedestrian friendly features that build upon existing and planned nearby population and employment destinations.
3. Enrich: Provide streetscape improvements along CSAH 25 and Beltline Blvd that are essential to enhancing access and development potential near the planned LRT station.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

CSAH 25, Beltline Blvd, Ottawa Avenue, & Lynn Avenue, from W. 36 St. to Minnetonka Blvd, Construct Pedestrian Facilities and Streetscaping Elements

Project Length (Miles)

1.2

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

\$560,000.00

Match Amount

\$140,000.00

Minimum of 20% of project total

Project Total

\$700,000.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Local

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency City of St. Louis Park

Zip Code where Majority of Work is Being Performed 55416

(Approximate) Begin Construction Date 05/04/2020

(Approximate) End Construction Date 11/23/2020

Name of Trail/Ped Facility: Beltline Blvd, CSAH 25, Ottawa Ave, Lynn Ave
(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: W. 36th Street
(Intersection or Address)

To: Minnetonka Blvd
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work GRADE, AGG BASE, SIDEWALK, BIT BASE, BIT SURF,
SIGNALS, LIGHTING, PED RAMPS, LANDSCAPING

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: n/a

New Bridge/Culvert No.: n/a

Structure is Over/Under n/a
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$28,000.00
Removals (approx. 5% of total cost)	\$96,000.00

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	\$5,000.00
Striping	\$1,000.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$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	\$142,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$155,000.00
Sidewalk Construction	\$206,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$5,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$136,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$56,000.00

Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$558,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$700,000.00
Construction Cost Total	\$700,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20

Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

Objective A. Page 2.24

Strategy C2. Page 2.25

Strategy C17. Page 2.37

List the goals, objectives, strategies, and associated pages:

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objective A, B, C, D. Page 2.42

Strategy E3. Page 2.44

Strategy E5. Page 2.45

Strategy E7. Page 2.47

Goal: The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Objective A. Page 2.48

Strategy F6. Page 2.52

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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.

St. Louis Park 2008 Active Living Sidewalks and Trails Plan, pages 16-18, 22-23, 28

List the applicable documents and pages:

St. Louis Park 2009 Comprehensive Plan, pages V-C3, V-C6, V-C7, V-C12 thru V-C15

Beltline Station Transitional Station Area Action Plan 2013, pages 7-6, 7-8 thru 7-10

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. 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

7. 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. Funding amounts by application category are listed below.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local 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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3. 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.

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment:	30988
Existing Post-Secondary Enrollment:	579
Upload Map	1467310667726_RegEconMap.pdf

Measure A: Usage

Existing Population Within One-Half Mile	21921
Upload Map	1467310709520_PopMap.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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:

The project is located in a census tract that is above the regional average for population in poverty or population of color. The project will benefit these populations by providing a safe, comfortable, and convenient pedestrian connection between residential and commercial areas, employment centers, and parks.

Positive Impacts: The proposed project provides an important link across CSAH 25, a high-speed roadway that discourages pedestrian activity due to its design and lack of multi-modal facilities. North of CSAH 25 is a diverse area comprised of low- and mid-rise apartments as well as single-family homes. To the south of CSAH 25, a mixture of small industrial, warehouse, manufacturing, and office uses are located along the highway and the railroad/planned LRT corridor. Within walking distance, other uses include mid-rise residential uses abutting Bass Lake Preserve and the St. Louis Park Recreation Center.

Response (Limit 2,800 characters; approximately 400 words)

Children, families, the elderly, people with disabilities, and low-income populations who rely on walking and transit will benefit from improved connections across and along CSAH 25 and Beltline Blvd. The pedestrian facilities will meet ADA requirements to be accessible for people with disabilities. Completion of these facilities will link a wide variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. The project will also improve local connections to the planned Beltline LRT station, greatly improving accessibility to regional employment centers and schools.

Negative impacts and mitigation: The project does not involve any construction that would disturb neighborhoods or other negative impacts on disadvantaged populations.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467310773802_Socio-EconMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
St. Louis Park	1.2
	1

Total Project Length

Total Project Length (Total Population)	1.2
-----------------------------------------	-----

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.2
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

Barriers:

The major barrier that this project will overcome is improving pedestrian access across CSAH 25. CSAH 25 is a 4-lane divided roadway that transitions from an expressway west of State Highway 100 to an urban arterial to the east. With the transition from an expressway and the freeway traffic generated from State Highway 100, traffic volumes often exceed the 45 mph speed limit. The roadway has an ADT of 25,500 and experiences peak period congestion. The project will improve access along and across the CSAH 25 corridor by providing pedestrian facilities and installing streetscaping elements that bring the roadway to more of a pedestrian scale. Improvements will also be provided along Ottawa Avenue/Beltline Blvd and Lynn Avenue (meeting all ADA requirements) to provide two locations to safely cross the CSAH 25 roadway at-grade. With the addition of the Beltline LRT station to the south, it will become increasingly more important to support pedestrian access along and across the CSAH 25 corridor.

Response (Limit 2,800 characters; approximately 400 words):

Gaps:

Pedestrian system gaps will be completed both north and south of CSAH 25. There are currently gaps in the sidewalks, often mid-block, along Ottawa Avenue, Lynn Avenue, and Beltline Blvd. These gaps create challenges for pedestrians and especially people with disabilities who may become stranded mid-block and have to turn around to find another way to cross. Winter conditions and snow pack make this even more challenging. The improvements will provide pedestrian facilities that make it possible for residents in the low- and mid-rise apartments north of CSAH 25 to safely access employers and the Beltline LRT station to the south.

Parallel routes for crossing CSAH 25 include Joppa Avenue to the east and an existing bike/ped overpass to the west of Beltline Blvd. Joppa Avenue is an at-grade intersection with CSAH 25. CSAH 25 traffic does not stop at Joppa Avenue, making it difficult for pedestrians to safely cross the intersection and its eight lanes of traffic (4-CSAH 25 and 4-frontage roads). While the overpass does provide an alternate route across CSAH 25, the overpass it is not heavily used by pedestrians whose destinations are oriented towards the at-grade intersections of CSAH 25/Beltline Blvd and CSAH 25/Lynn Avenue and the Beltline LRT Station.

Measure B: Project Improvements

Deficiency/Site Problems:

The roadway network in the project area is limited (particularly south of CSAH 25) and very auto-oriented. Large super-blocks with no sidewalks make it challenging for pedestrians to move about and across CSAH 25. Belt Line Blvd, which does not have a complete sidewalk system, serves as the key connection north and south of CSAH 25, and runs adjacent to the proposed LRT station platform. The Lynn Avenue and CSAH 25 intersection, planned for signalization with SWLRT improvements, does not have pedestrian facilities and cars currently do not expect pedestrians to cross at this location. The sidewalk network north of CSAH 25 is more extensive, however mid-block gaps, non-ADA compliant facilities, and lack of connection across CSAH 25 make the network incomplete. These issues result in the challenges pedestrians face while trying to walk in the project area. With or without the LRT station, these issues will increase if no improvements are made. Thus the City is leading efforts to redesign CSAH 25 with pedestrian friendly improvements regardless of the LRT project.

Response (Limit 2,800 characters; approximately 400 words)

In 2011-2015, there were 11 reported crashes in the project area involving bicyclists and 2 crashes involving pedestrians. Of the 13 crashes, 4 resulted in injuries. The crashes were a mixture of driver error and bike/ped error. In addition, vehicle to vehicle crashes common along the CSAH 25 corridor are typically rear end and congestion related crashes. The high demand for non-motorized connectivity along and across the CSAH 25 corridor, lack of existing dedicated facilities for pedestrians and bicyclists, and high vehicle traffic all contribute to the crash problems experienced today.

Deficiency Reduction:

The project will minimize conflict points between pedestrians and vehicle traffic by providing dedicated pedestrian facilities along the CSAH 25 and Beltline Blvd roadways and by providing improvements at the intersections of CSAH 25/Beltline Blvd and CSAH 25/Lynn Avenue. Sidewalk gaps will also be completed along Lynn Avenue and Ottawa Avenue to improve pedestrian access between Minnetonka Blvd, CSAH 25, and the LRT station area. The addition of dedicated bike/ped facilities to avoid walking on the shoulder reduces crashes with pedestrians by up to 89% (FHWA Crash Reduction Factors, 2014). A traffic signal is planned at CSAH 25/Lynn Avenue as part of LRT station improvements. This project will ensure the addition of a safe crossing at Lynn Avenue and CSAH 25 will pull some pedestrian activity away from the busy CSAH 25/Beltline Blvd intersection by providing facilities along CSAH 25 between Lynn Avenue and Beltline Blvd. Streetscaping elements will be added to aid in reducing driver speeds and increasing awareness of pedestrian activity.

Measure A: Multimodal Elements and Connections

Existing transit service:

Current transit service to the area is provided by Route 17, a local service every half-hour or greater between Hopkins, St. Louis Park, and Minneapolis. The route primarily follows Minnetonka Blvd, with alternate routes that connect the employment area south of Beltline Blvd. Existing users will benefit from improved access to Minnetonka Blvd via either Ottawa Avenue or Lynn Avenue. People with disabilities will benefit from the upgraded pedestrian facilities that meet ADA requirements, greatly improving access to transit over existing conditions.

Future transit service:

Response (Limit 2,800 characters; approximately 400 words)

The planned Southwest LRT project includes a station at Beltline Blvd south of CSAH 25. The improvements will provide greater access to this major regional transit facility beyond the station area, making it possible for residents and employees to access their destinations without the need of a vehicle. If the improvements are not made, ridership levels may be lower than expected as people (within acceptable walking distances from the station area) may not feel comfortable walking along and across the CSAH 25 corridor.

In addition, once the LRT route is operational, busing service will likely be adjusted in the area and may lead to increased access for bus routes in the area.

Pedestrian/bicycle connections:

The project improves connectivity to two Tier 1

RBTN corridors for pedestrians and bicyclists. The Cedar Lake LRT Regional Trail is a busy commuter and recreational user trail (with over 330,000 annual visits) that connects Hopkins to Minneapolis. The Cedar Lake LRT Regional Trail crosses Beltline Blvd south of CSAH 25 near the planned LRT station. Another major bikeway connection extends from the Cedar Lake LRT Regional Trail north along State Highway 100 and then west along Minnetonka Blvd. This bikeway utilizes an existing overpass across CSAH 25, which provides an opportunity to safely separate bicycle and pedestrian traffic across CSAH 25 that may be destined for the Beltline LRT station.

A system of multi-use trails south of CSAH 25 connects nearby parks, open space preserves, and neighborhood amenities. Trail connections provide access to the Bass Lake Preserve, Wolfe Park, St. Louis Park Recreation Center, and the Excelsior and Grand mixed-use development.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

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

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

06/04/2018

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

11/18/2019

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

100%

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

80%

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

40%

Unsure if there are any historic/archaeological resources in the project area

0%

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

11/19/2018

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

Yes

100%

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

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/13/2020

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 12/23/2019

10)Letting

Anticipated Letting Date

04/13/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$700,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$700,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Existing Conditions.pdf	Existing Conditions - Photos	1.0 MB
Figure-Aerial.pdf	Figure 1: Project Concept	652 KB
HennCo Letter of Support.pdf	Hennepin County Letter of Support	238 KB
Proposed Beltline-25 Sidewalk Project.pdf	Figure 2: Project Concept Close up	3.2 MB
RBTN Map.pdf	RBTN Map	187 KB
tsaapch7beltline-attachments.pdf	Beltline Station Area Plan Attachments	8.8 MB

Regional Economy

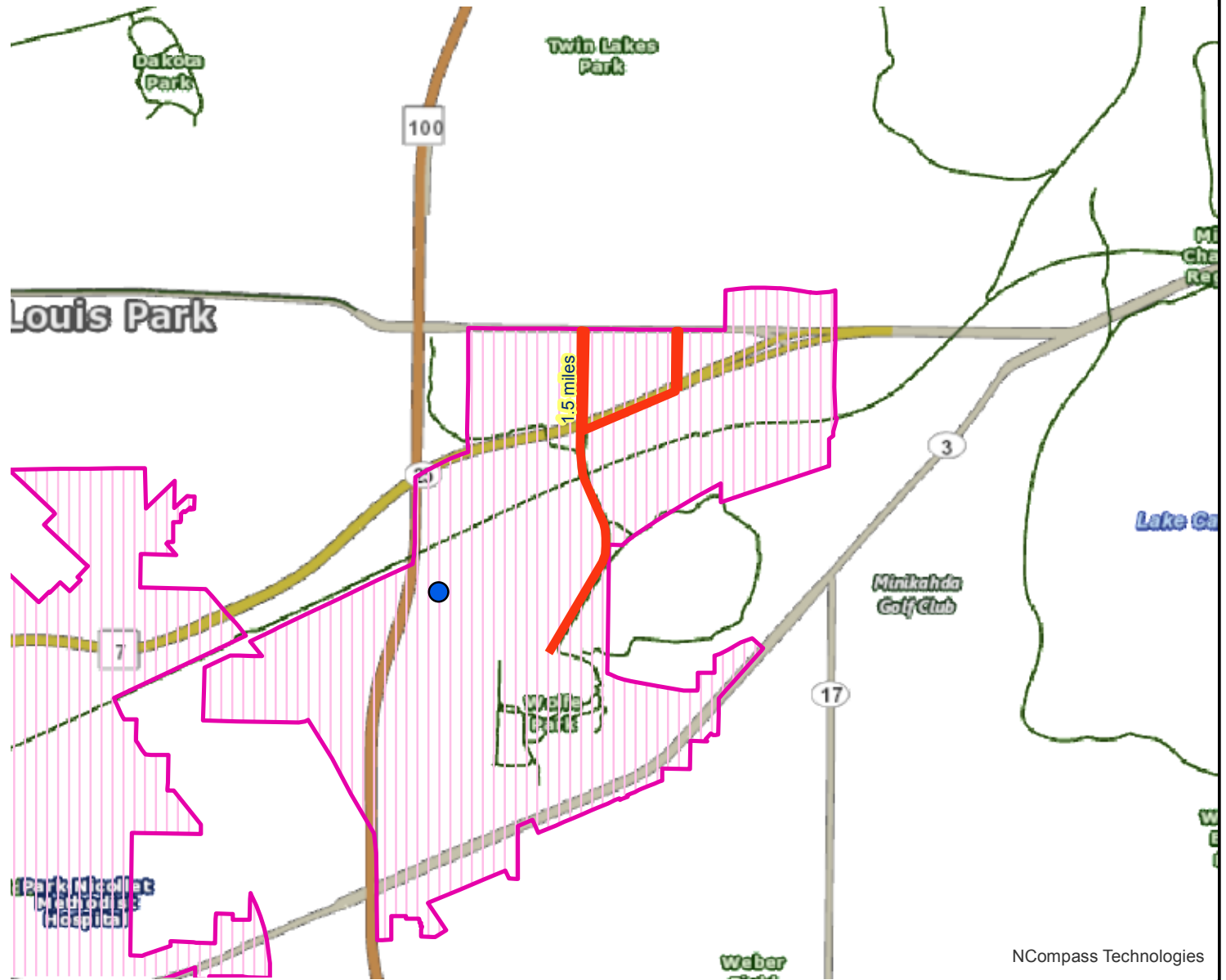
Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876

Results

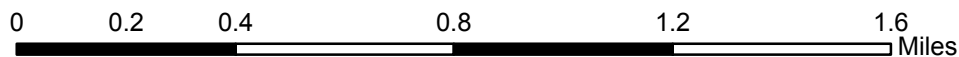
WITHIN ONE MI of project:

Total Population: 34298
Total Employment: 30988
Mfg and Dist Employment: 2179

Postsecondary Students:
579



- Project
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 6/7/2016
LandscapeRSA5



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

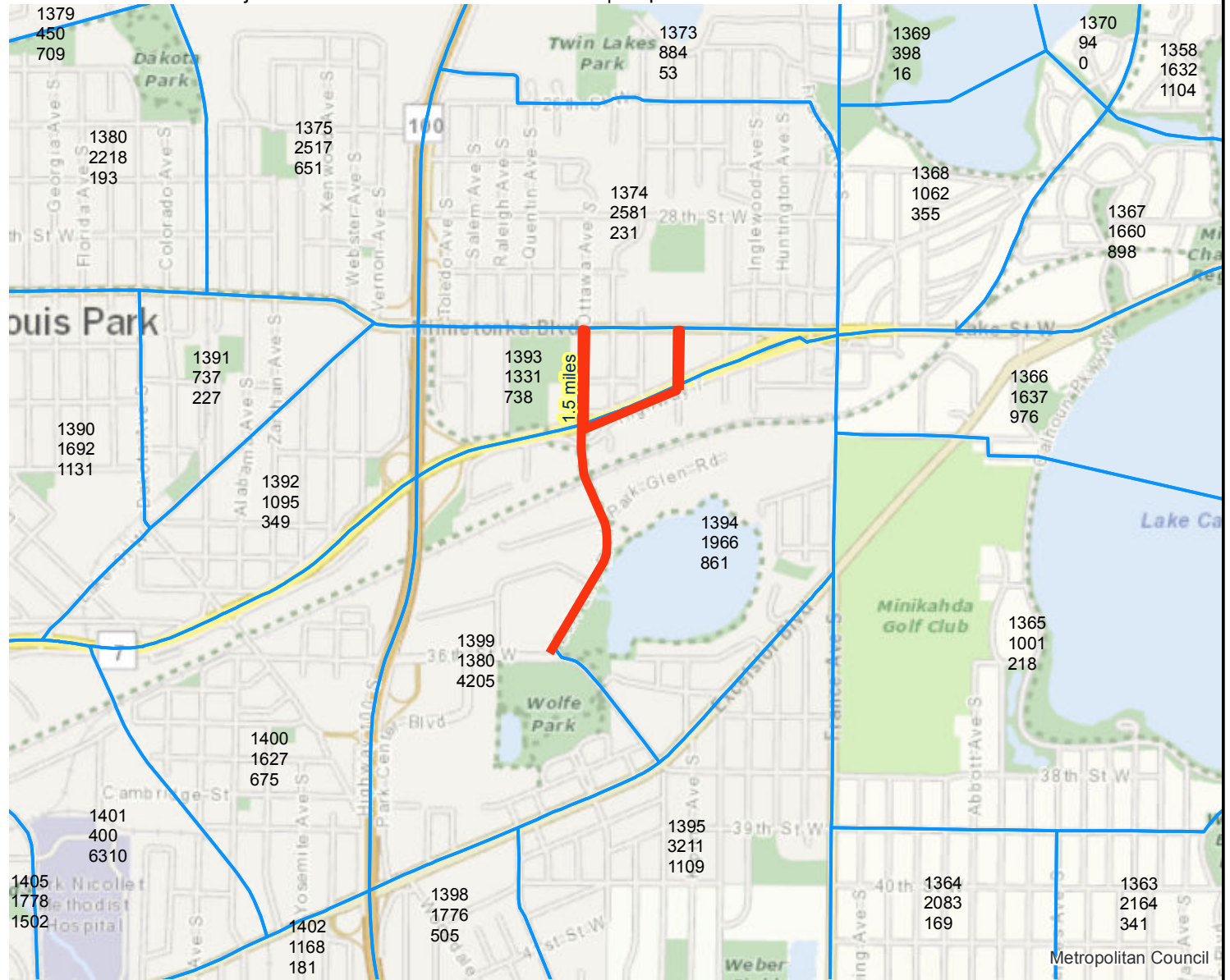


Population Summary

Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876

Results

Within HALF Mile of project:
 Total Population: 21921
 Total Employment: 11100



- Project
- 2010 TAZ



Created: 6/7/2016
 LandscapeRSA4

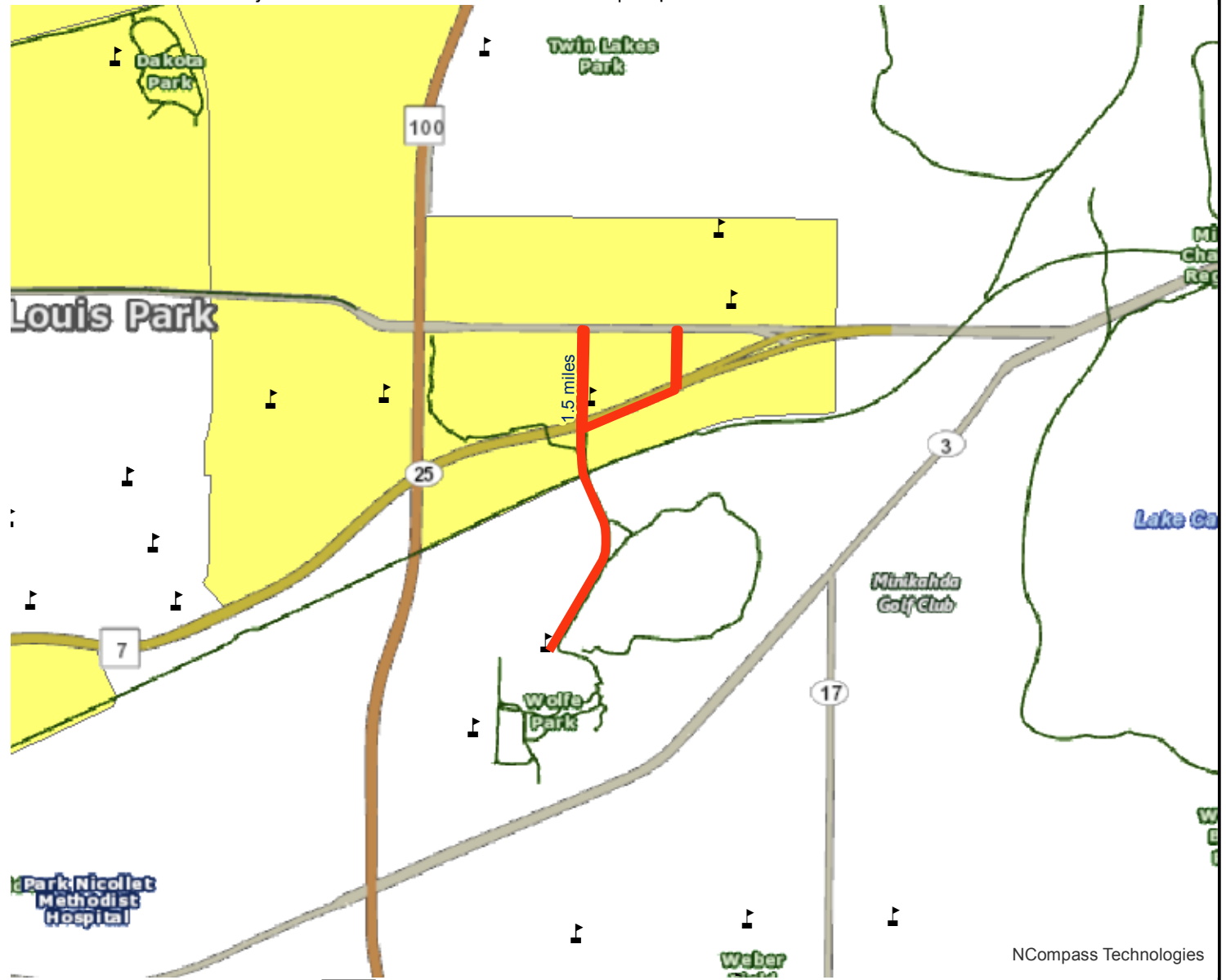


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

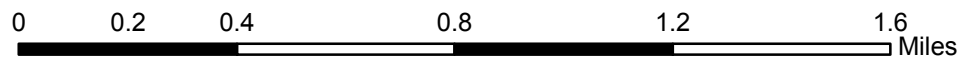


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project
- Above reg'l avg conc of race/poverty
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- School



Created: 6/7/2016
LandscapeRSA2



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NCompass Technologies



Existing Conditions: Photos



Near CSAH 25 and Beltline Boulevard – Looking South



West side of Beltline Boulevard & 35th Street – Looking South



Lynn Avenue near Highway 7 – Looking north



Beltline/CSAH 25 Pedestrian Improvements
2016 Regional Solicitation
City of St. Louis Park MN





BOARD OF HENNEPIN COUNTY COMMISSIONERS

A-2400 GOVERNMENT CENTER
MINNEAPOLIS, MINNESOTA 55487-0240



June 29, 2016

Jack Sullivan, PE
Senior Project Manager
City of St. Louis Park
5005 Minnetonka Blvd
St. Louis Park, MN 55416

RE: Letter of Support for CSAH 25/Beltline Boulevard Pedestrian Improvements
2016 Regional Solicitation Application

Dear Mr. Sullivan:

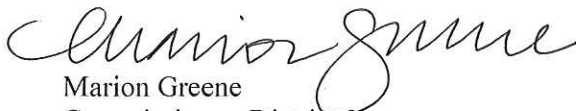
Hennepin County hereby expresses its support for the City of St. Louis Park Regional Solicitation federal funding application for the proposed pedestrian improvements to CSAH 25 and Beltline Boulevard. The proposed project would add pedestrian facilities along the CSAH 25 corridor to improve multimodal access along and across the busy roadway. The project would also improve pedestrian access to the planned Beltline LRT station proposed as part of the Southwest LRT project.

The proposed improvements are consistent with recommended local improvements identified in the Beltline Transitional Station Area Action Plan.

Hennepin County acknowledges, to the extent it has jurisdiction and controls rights of way of the associated facilities, that the county staff has indicated we will operate and maintain the facilities for the useful life of the improvement and will not change the use of any right of way acquired without prior approval from MnDOT.

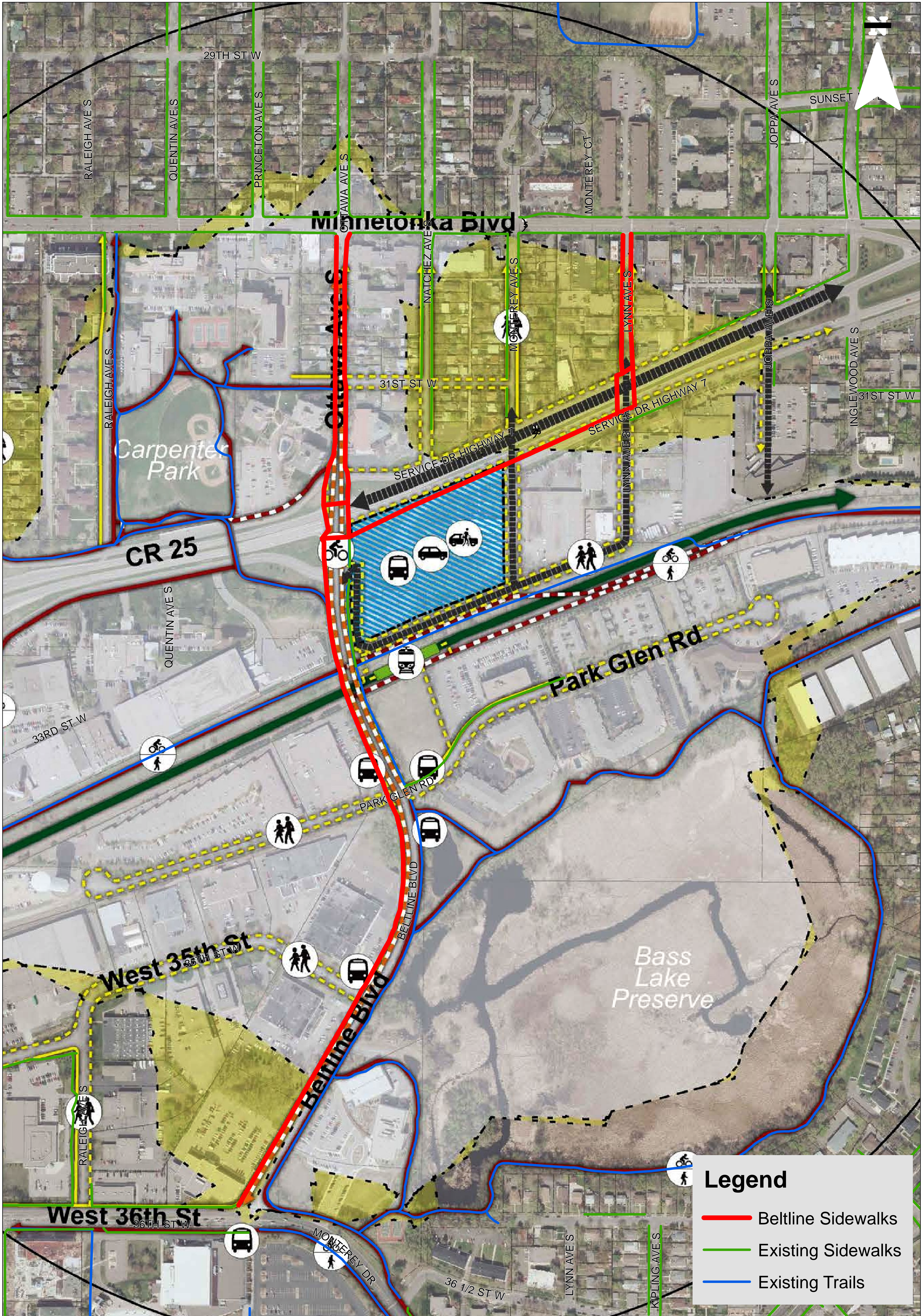
Hennepin County looks forward to working with the City of St. Louis Park on this project, if the city is successful in securing regional solicitation funding.

Sincerely,


Marion Greene
Commissioner, District 3

cc: Carl Michaud, Assistant County Administrator – Public Works
James Grube, County Highway Engineer

Regional Solicitation - Beltline / CSAH 25 Sidewalks



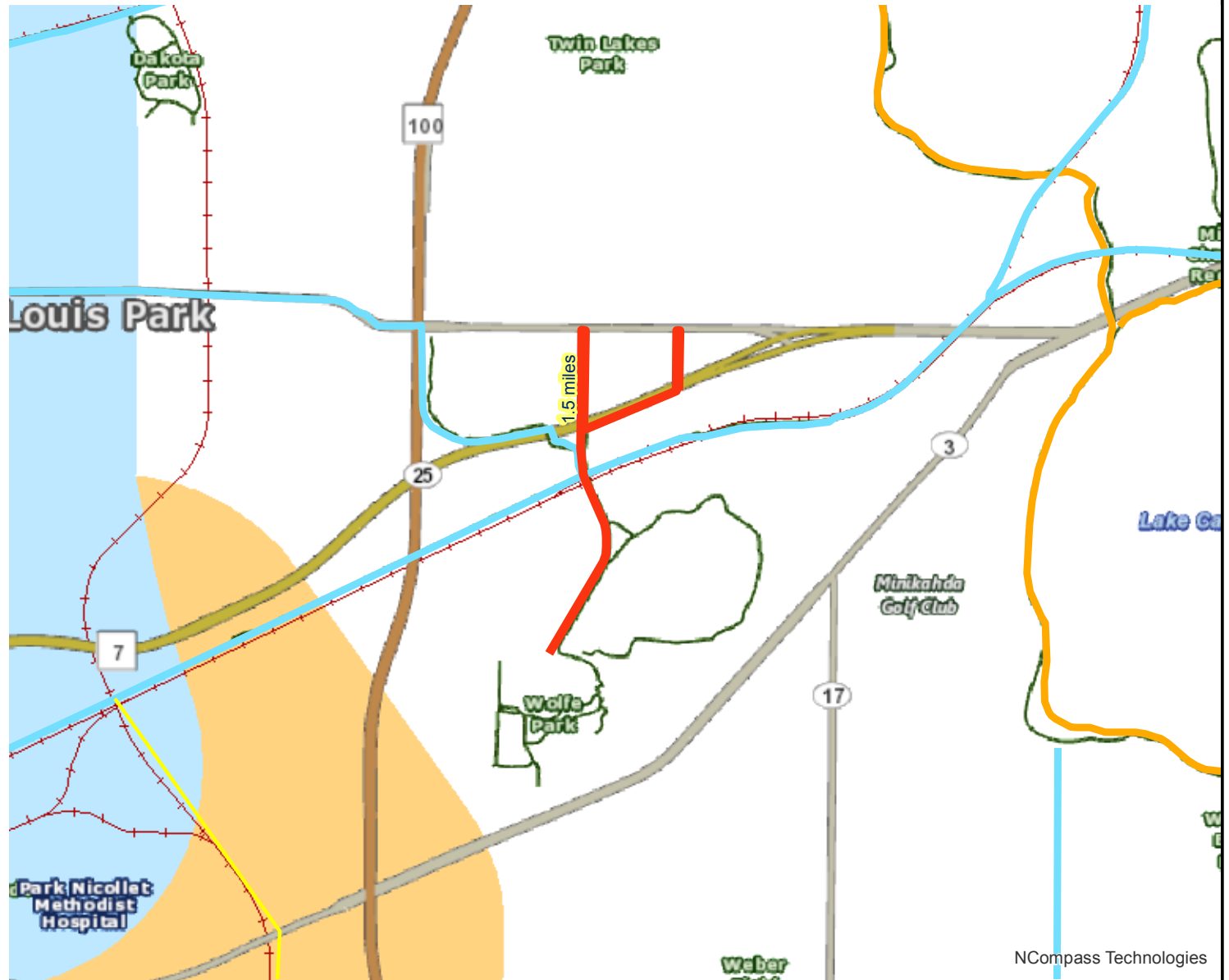
0 250 500 750 1,000

1 inch = 167 feet

St. Louis Park
MINNESOTA

Project to RBTN Orientation

Pedestrian Facilities Project: Beltline/CSAH 25 Ped Facilities | Map ID: 1465309014876



- Project
- RBTN Tier 2 Alignment
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 6/7/2016
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies





BELT LINE STATION

CITY OF ST. LOUIS PARK

SOUTHWEST CORRIDOR INVESTMENT FRAMEWORK
TRANSITIONAL STATION AREA ACTION PLAN



Hoisington Kogler Group Inc.



SOUTHWEST LRT
community works
www.swlrtccommunityworks.org



ABOUT THIS CHAPTER:

The Transitional Station Area Action Plans are the product of a Hennepin County led effort to help communities along the Southwest LRT corridor prepare for SW LRT's opening day in 2018 and beyond.

An individualized plan has been created for each of the 17 stations in the Southwest corridor, each plan comprising a chapter in the larger Southwest Corridor Investment Framework. The station area action plans suggest ways to build on local assets, enhance mobility, identify infrastructure needs, and capitalize on promising opportunities for development and redevelopment near each station.

Plan Components:

INTRODUCTION 7-2

A brief overview of the station location and its surroundings

WHERE ARE WE TODAY? 7-4

A description of existing conditions in the station area, including:

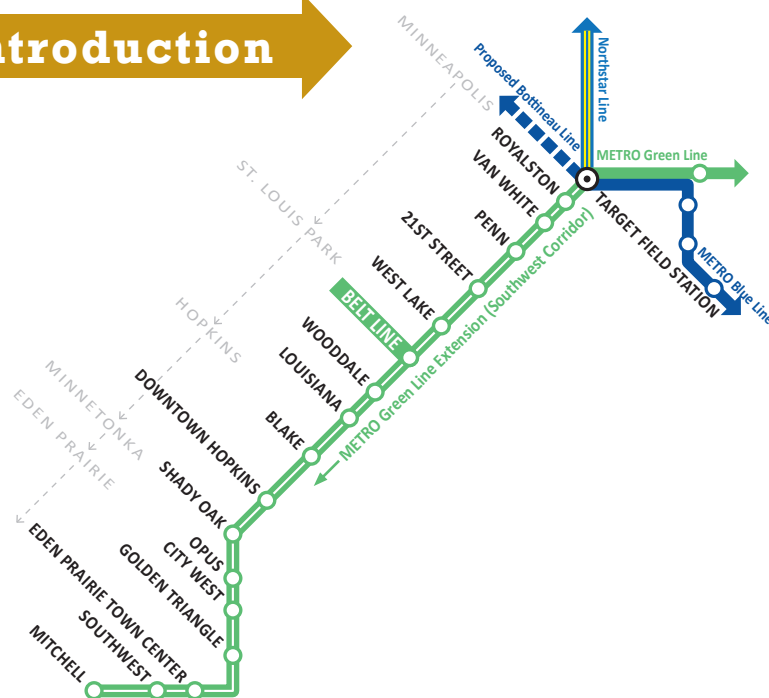
- » Land Use
- » Transit Connections
- » Access + Circulation Issues (Bike, Ped, and Auto)
- » Infrastructure Needs

WHERE ARE WE GOING? 7-8

This section presents a number of recommendations for the station area in anticipation of opening day needs and the long-term TOD environment. This includes:

- » Access + Circulation Plan
- » Station Area Site Plan
- » Infrastructure Plan
- » Development Potential
- » Summary of Key Initiatives

Introduction



BELT LINE STATION WITHIN THE CORRIDOR:

A mixed employment and residential district with great access to areas north and south of the corridor

NEIGHBORHOODS While the Belt Line station area today is comprised predominantly of employment uses, its relationship to great open space amenities and proximity to the established mid-rise neighborhood at Excelsior & Grand position it to develop into a mixed-use Urban Village (see Place Types discussion beginning on p. 1-19) over time. To the north of the station, the Triangle neighborhood is a diverse area comprised of low- and mid-rise apartments as well as single-family homes. South of the station, the Wolfe Park neighborhood includes mid-rise residential uses abutting Bass Lake Preserve and a new urban neighborhood at Excelsior & Grand.

EMPLOYMENT The area contains a range of small industrial, warehouse, manufacturing, and office uses located primarily along the rail and highway corridors. While these businesses currently take advantage of the strong highway access, there is the potential that over time they will increasingly orient towards the LRT and redevelop with higher density employment and residential uses.

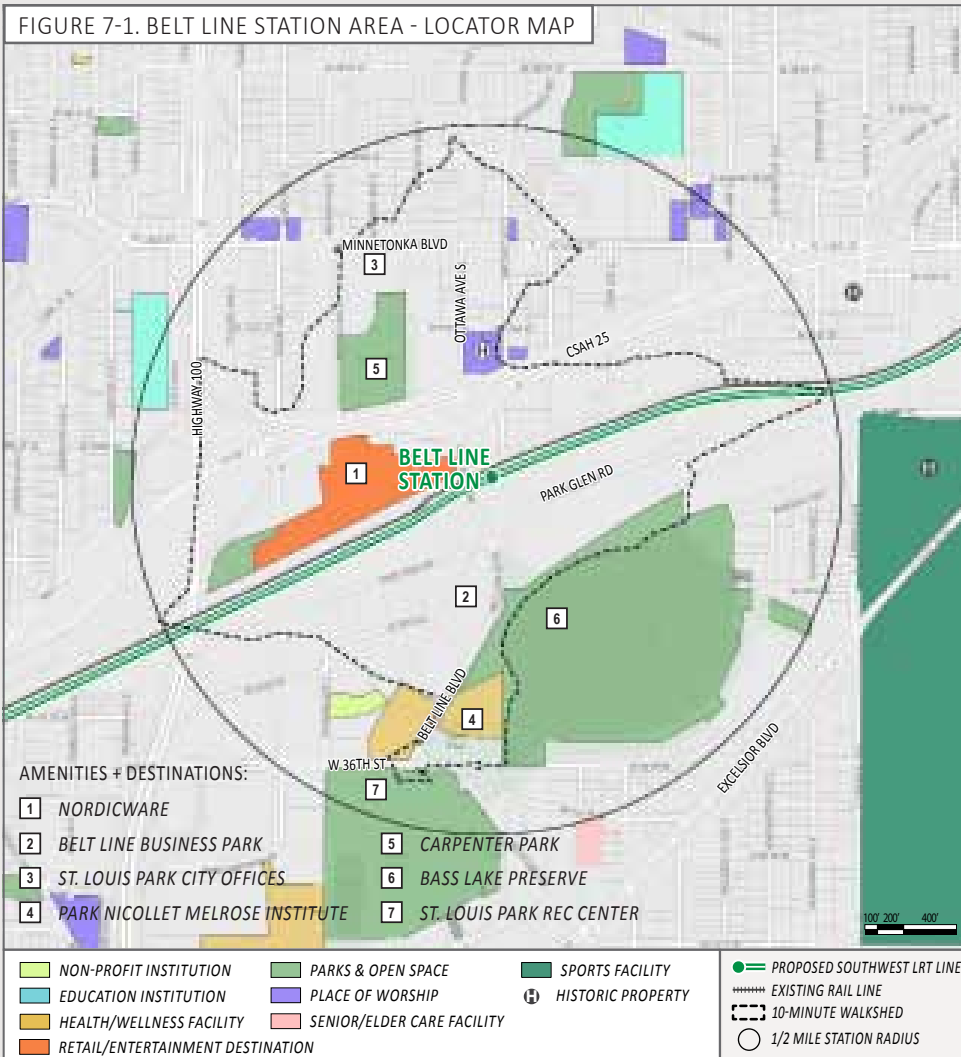
RECREATIONAL DESTINATION To the south of the station, less than a half-mile along Belt Line Boulevard is the St. Louis Park Rec Center. The center is a significant city-wide destination and contains two ice sheets, an outdoor water park, and a banquet room.

TRAIL CONNECTIONS The Cedar Lake LRT Regional Trail passes through the station area, along the LRT corridor. There are a number of locations at the edge of or just outside a comfortable walking distance from the station including the Rec Center and Excelsior & Grand development to make the station an important cycling destination.

HERITAGE, ARTS & CULTURE National Register listed/eligible historic properties in this station area include the Peavey-Haglin concrete grain elevator.

Station Location

The Belt Line station is envisioned as one of the major hubs along the SW LRT line. It is located along Belt Line Boulevard, an important employment area and north-south connection in St. Louis Park. It is also located along the Cedar Lake LRT Regional Trail, an important multi-use regional trail, connecting commuters and recreational users to Minneapolis (east) and Hopkins (west). The area is comprised of a mix of land uses, including office, light industrial, residential, commercial/retail, multi-family housing, civic, recreational, parks and open space. Nearby destinations include the St. Louis Park Rec Center, City Hall, Excelsior & Grand, Nordic Ware campus, Park Nicollet Melrose Institute, Wolfe Park, and Bass Lake Preserve. Numerous businesses are located near the transit station and these are expected to generate transit ridership. This station is also expected to serve residents of local neighborhoods, including Wolfe Park, Triangle, and Minikahda Oaks.



NOTE: 10-minute walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. See Glossary for walkshed assumptions and methodology.

BELT LINE STATION AREA TODAY:



Highway 25 access via Belt Line Blvd



Existing office south of LRT alignment



Existing housing



Cedar Lake LRT Regional Trail



Cedar Lake LRT Regional Trail / Belt Line Boulevard crossing



Existing industrial building (Nordic Ware)

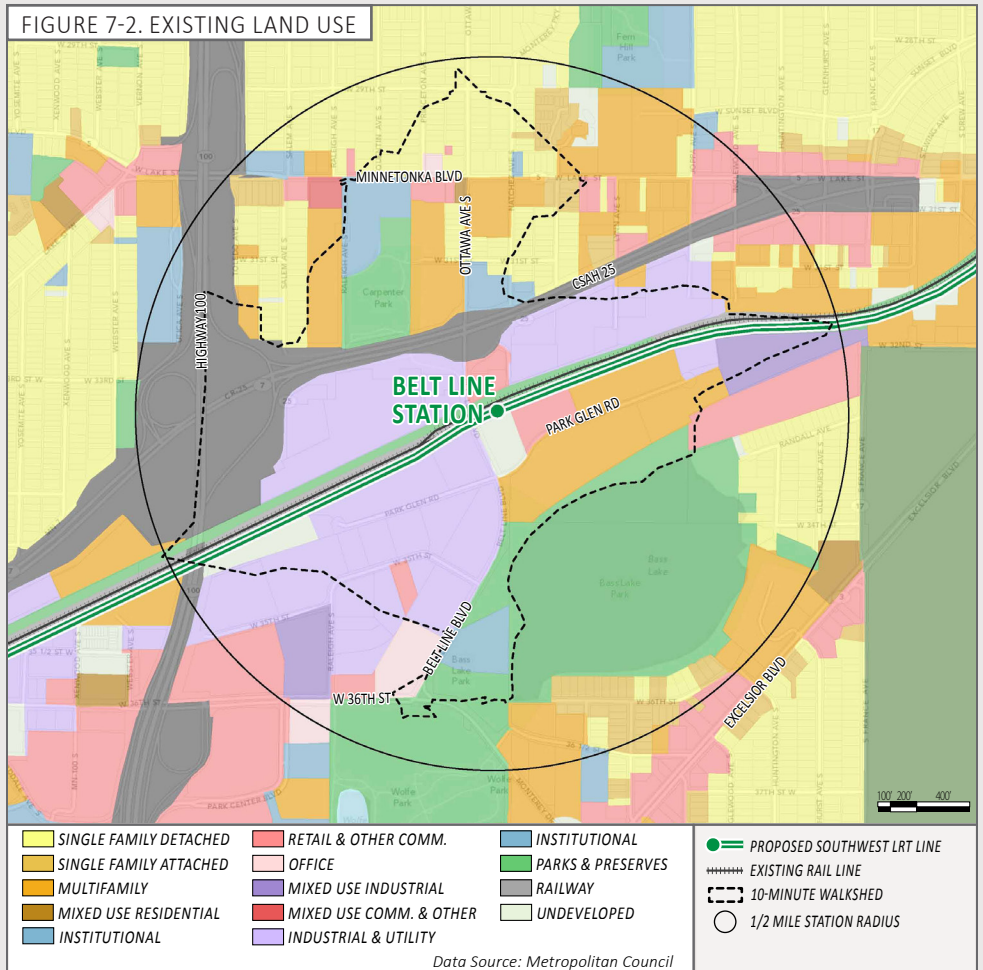
Where Are We Today?

The following section describes the station area's **EXISTING CONDITIONS**, including the local context, land uses, transit and transportation systems, pedestrian and bicycle facilities, assets, destinations, and barriers to accessing the station. This analysis of current conditions presents key issues and opportunities in the station area and informs the recommendations for future station area improvements.

NOTE: Existing conditions maps are based on data provided by Hennepin County and local municipalities. The data used to create each map is collected to varying degrees of accuracy and represents infrastructure and conditions at varying points in time. Actual conditions may vary slightly from what is shown.

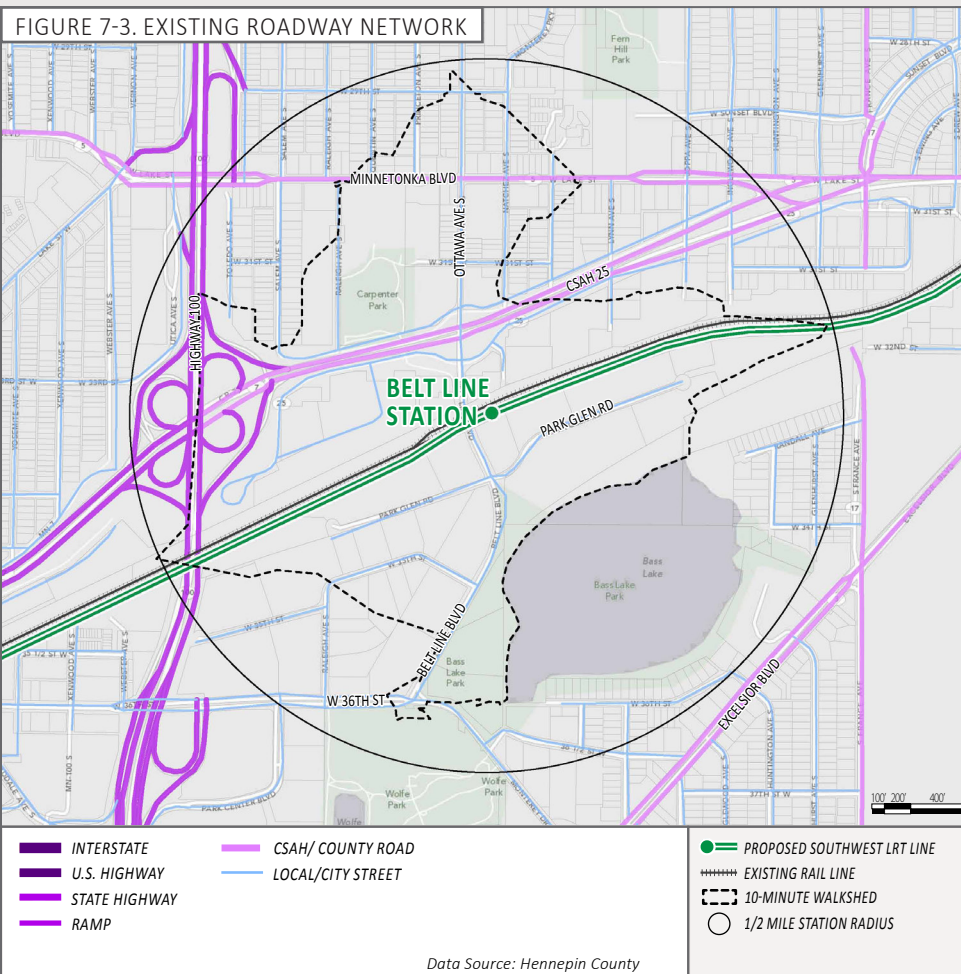
Land Use

Land uses in the Belt Line station area include a significant amount of industrial, light industrial, and office uses along the south side of County State Aid Highway (CSAH) 25 and west of Belt Line Boulevard. Commercial and residential uses also exist in the station area. Residential densities and housing types vary from single-family detached to high-density multi-family. There is also a significant amount of park and open space land in the station area, including Wolfe Park, Carpenter Park, and Bass Lake Preserve. A vacant parcel of land owned by the Hennepin County Regional Rail Authority is adjacent to the proposed station platform to the south.



Roadway Network

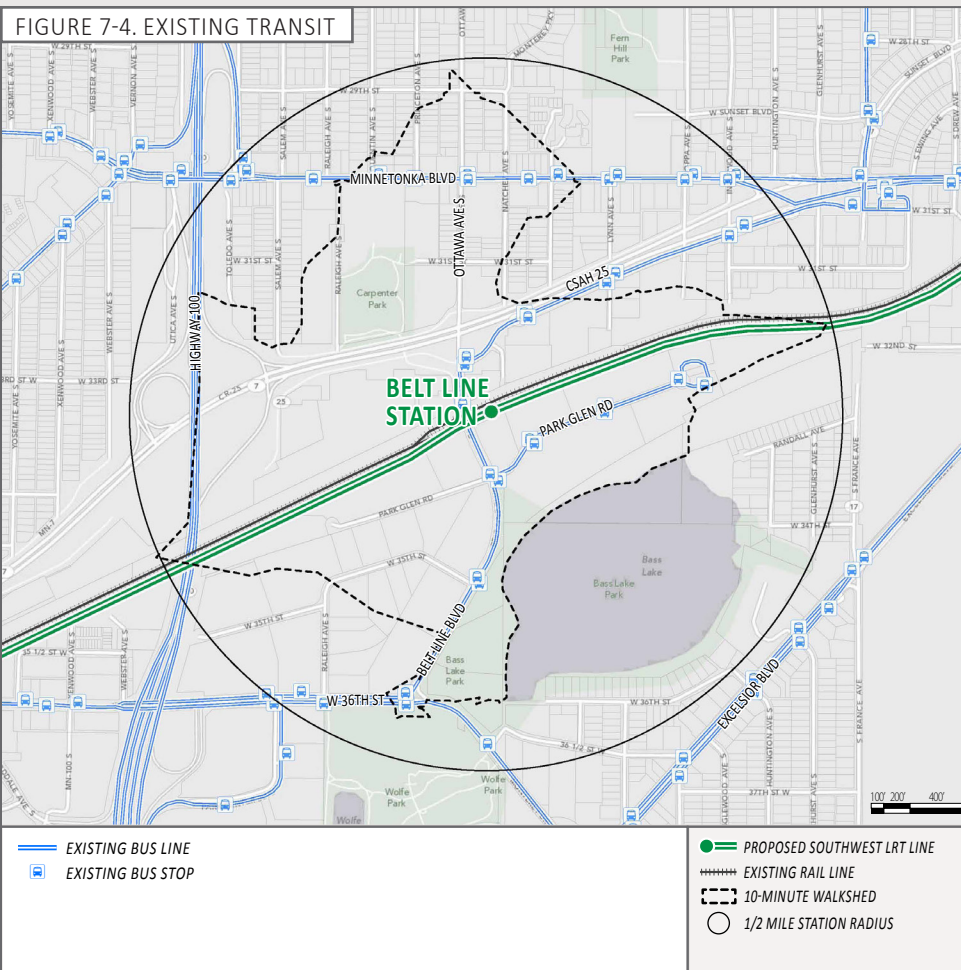
The roadway network in the Belt Line station area is limited (particularly south of CSAH 25) and very auto-oriented. Large super-blocks are created by the limited roadway network, making it challenging for pedestrians to move about in the station area. Belt Line Boulevard is an important north-south connector in St. Louis Park, where few of these connections exist. Belt Line Boulevard runs adjacent to the proposed station platform, so it will be the lifeline to the station. The station is also served by CSAH 25, an east-west arterial roadway, and State Highway 100, a principal arterial running north-south, within a half-mile of the station platform. Other important roadways within the station area include W. 36th Street, Minnetonka Boulevard, and Excelsior Boulevard. Each of these roadways are important commercial corridors in the area. Park Glen Road, a local street, runs east-west, near the Belt Line station and provides important access to existing homes and businesses.



Transit

Existing bus routes run along Belt Line Boulevard, CSAH 25, Minnetonka Boulevard, and Park Glen Road. The area is served by Routes #17 and #681.

Existing bus stops are located along Belt Line Boulevard (at Park Glen Road and the CSAH 25 frontage road).



Sidewalk, Trails and Bikeways

There are very few sidewalks near the Belt Line station area, due to large block sizes and industrial land uses. North of CSAH 25 the sidewalk network is complete, however, this system is cut off by CSAH 25 and few sidewalks exist south of this roadway. The trail system in the area is fairly robust, with the Cedar Lake LRT Regional Trail being the centerpiece of the trail system. Cedar Lake LRT Regional Trail is a busy commuter and recreational user trail. Today, conflicts exist between Cedar Lake LRT Regional Trail users and Belt Line Boulevard motorists, causing delays for both users and potential safety issues.

A system of multi-use trails connects nearby parks, open space preserves, and neighborhood amenities. One of these runs along the east side of Belt Line Boulevard. This trail connects to trails at Bass Lake Preserve and Wolfe Park. The trail system passes over CSAH 25 on a pedestrian/bike bridge located just south of Carpenter Park.

Sanitary Sewer

Sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized forcemains that transport sewage to a wastewater treatment plant (WWTP). An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewershed. Besides capacity, the material and age of pipes within a system can also impact a system's effectiveness.

Sanitary sewer infrastructure within the project area is typically maintained by either the City of St. Louis Park or by the Metropolitan Council Environmental Services (MCES) Division. MCES maintains a series of interceptor trunk sewers which collect sewage at key locations and convey sewage across community boundaries to regional WWTPs. Wastewater from the station area is treated by the MCES Metro WWTP located in St. Paul.

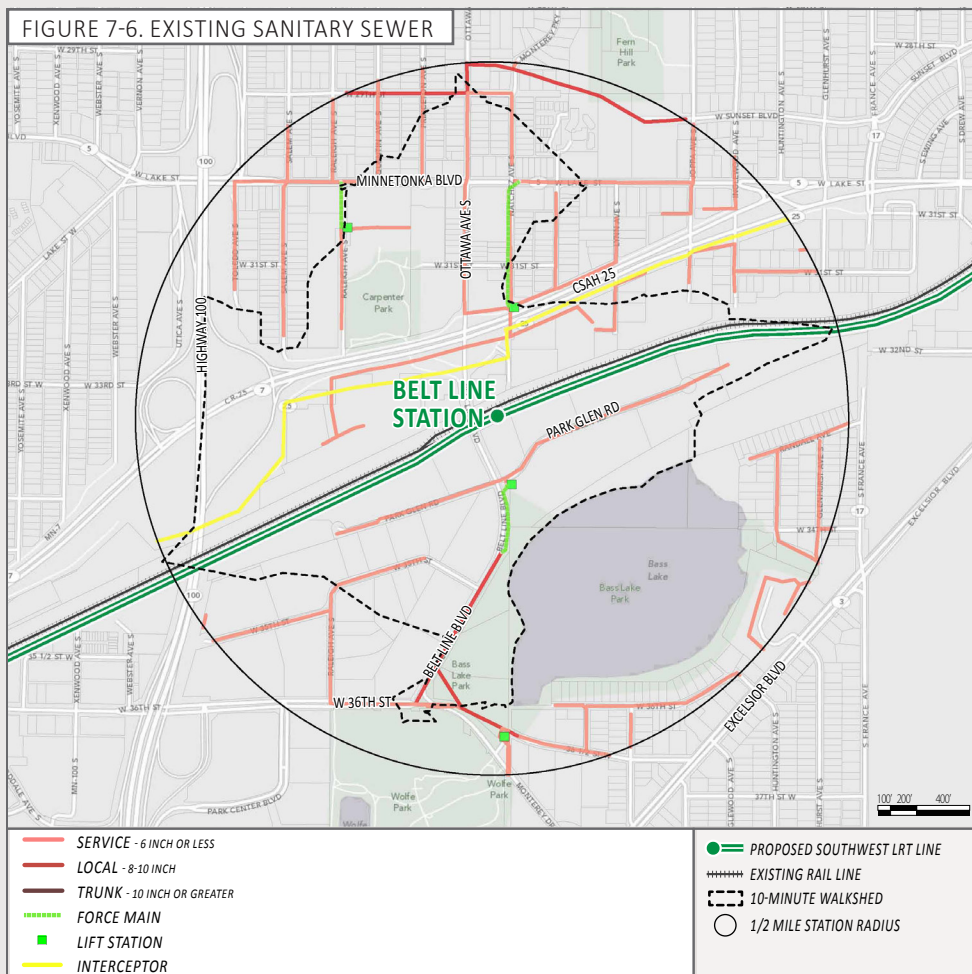
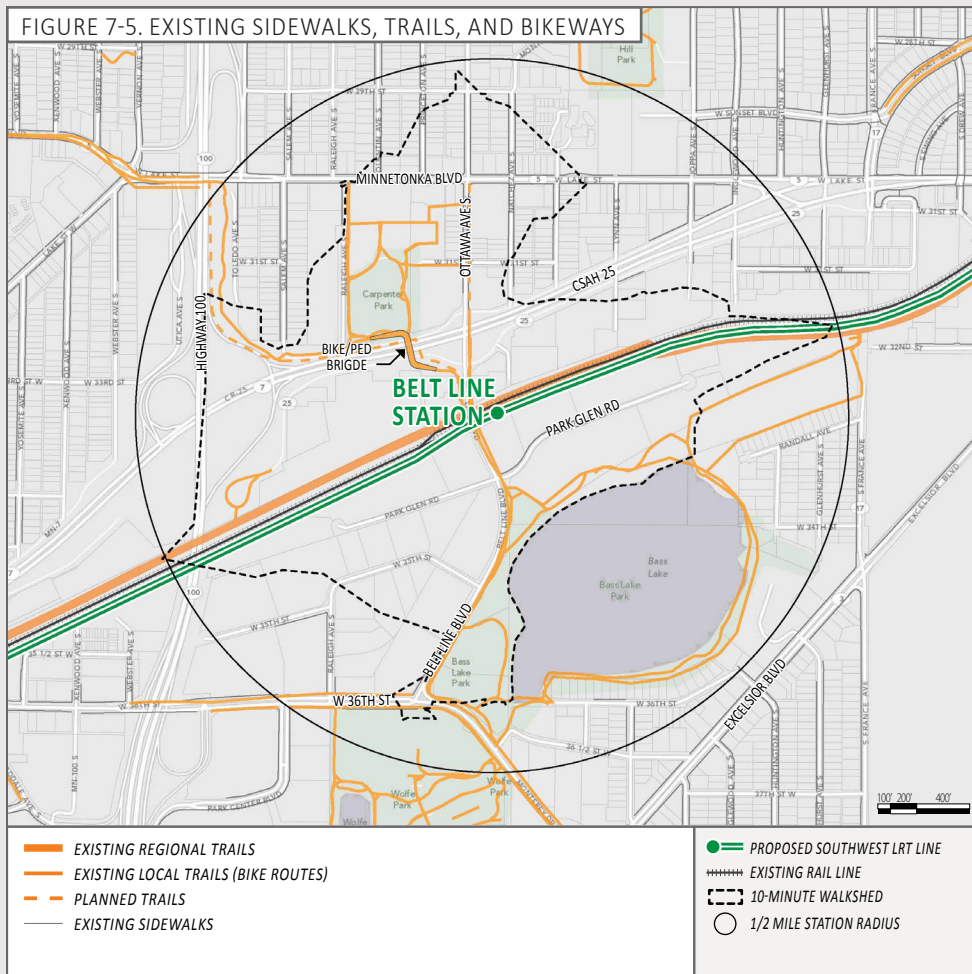
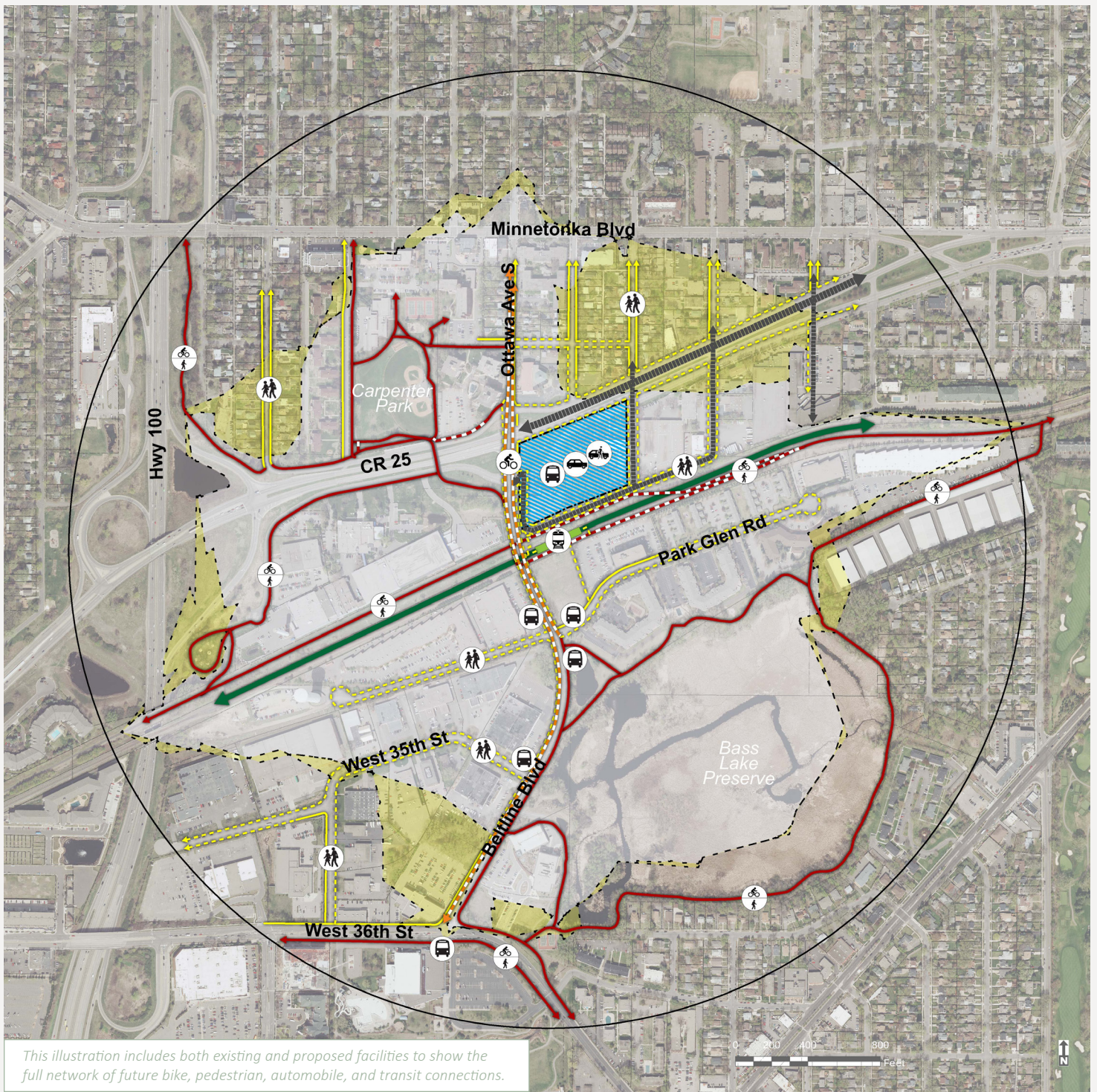


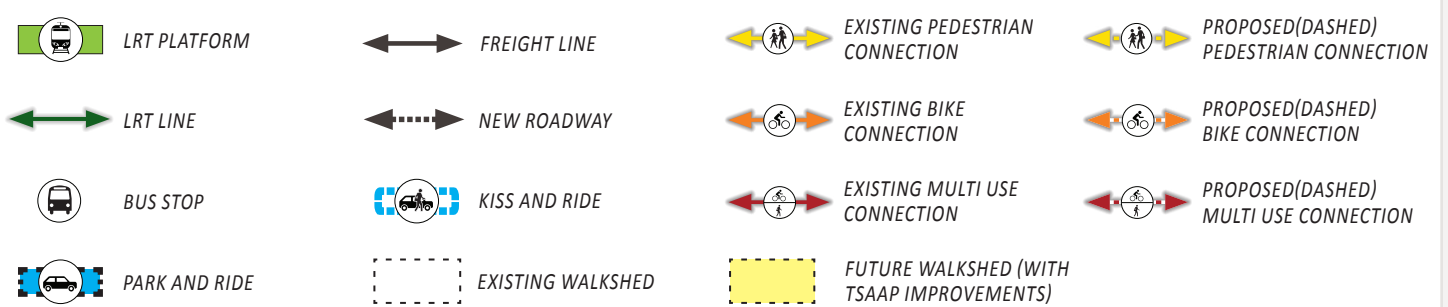
FIGURE 7-9. ACCESS + CIRCULATION PLAN

WHERE ARE WE GOING?

BELT LINE



This illustration includes both existing and proposed facilities to show the full network of future bike, pedestrian, automobile, and transit connections.



NOTE: Existing walkshed approximates the area accessible within a 10-minute walk from the station platform using only the existing sidewalk/trail network. Future walkshed incorporates all proposed improvements to the sidewalk/trail network. Walksheds are based on GIS modeling and available sidewalk/trail information- and may not reflect exact on-the-ground conditions. See Glossary for detailed explanation of walkshed assumptions and methodology.