Application

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

05436 - Lake Street and Excelsior Boulevard Pedestrian Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:	Submitted
Submitted Date:	07/15/2016 2:50 PM

Primary Contact

Name:*		Kelley		Yemen
	Salutation	First Name	Middle Name	Last Name
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*	Minneapolis	Minnesota	55415	
	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 (City) Minnesota (State/Province) 55401-1362 (Postal Code/Zip)
County:	Hennepin
Phone:*	612-348-9260 Ext.
Fax:	
PeopleSoft Vendor Number	0000028004A19

Project Information

Project Name	Lake Street and Excelsior Boulevard Pedestrian Improvements
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	

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

The Lake Street and Excelsior Boulevard Pedestrian Improvements project will construct a landscaped pedestrian island within the intersection, creating a safe and comfortable waiting space for all pedestrian approaches. The project was conceptualized during the creation of the West Lake Multimodal Transportation Study, developed in conjunction with local partners the City of Minneapolis, the Minneapolis Park Board and Metro Transit. The study relied on community input and local expertise to develop a vision to transform the intersection, improving safety and pedestrian comfort.

The creation of the pedestrian island will require realignment of the W. Lake St travel lanes to create a more compact and channelized intersection. Drivers traveling west along W. Lake St. will approach the intersection at an angle closer to 90 degrees, shortening pedestrian crossing distances and creating a more predictable turn movement for vehicles. All crosswalks within the intersection will use highly visible markings, all curb ramps will be reconstructed to meet current ADA standards and two new marked crossings will be added, removing ambiguity at several crossing points. Additionally, on Excelsior Blvd. the medians will be extended to create a pedestrian waiting area in the middle of the roadway, providing better delineation of left turn lanes and converting excess turn lane length into median space. These improvements will address incomplete and uncomfortable crossing for pedestrians, unmarked and unsignalized crossings, non-compliant curb ramps and substandard medians.

The Lake St. and Excelsior Blvd. intersection is located in a dynamic urban area which is predicted to grow even denser. Additional density combined with the planned light rail station will dramatically

shift the character of the neighborhood to one where transit oriented development, walkability and pedestrian access assume an ever larger role. The intersection is located near Uptown Minneapolis, the Midtown Greenway and the Chain of Lakes, a regional recreation destination with 5,476,400 visitors in 2014 and is the most frequently visited park in the regional system. Due to this proximity there are large numbers of pedestrians and bicyclists who utilize this intersection to access recreational trails at the Greenway or the lakes or to patronize retail establishments in the immediate vicinity of the intersection. Furthermore, many high-density residential buildings surround the intersection with more development in progress and expected to grow by over 1000 households by 2040 (attachment 1) due the desirability of the area and the construction of the West Lake 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)

Intersection of CSAH 5 (W. Lake Street) and CSAH 3 (Excelsior Blvd.) in Minneapolis. Construction of a pedestrian island median, reconstruct all curb ramps as ADA compliant, realign crosswalks, high visibility crosswalk markings, accessible pedestrian sig

Project Length (Miles)

0.16

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

$706,160.00

Match Amount

$176,540.00

Minimum of 20% of project total

Project Total

$882,700.00

Match Percentage

20.0%

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

Source of Match Funds

Hennepin County

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: 2018, 2019

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

Project Information

County, City, or Lead Agency Hennepin County

Zip Code where Majority of Work is Being Performed 55416

(Approximate) Begin Construction Date 04/01/2020

(Approximate) End Construction Date 10/30/2020

Name of Trail/Ped Facility: Lake Street and Excelsior Boulevard

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address)

To:
(Intersection or Address)

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

Or At: Lake Street and Excelsior Boulevard

Primary Types of Work Sidewalk, Crosswalk, Signals, Ped Ramps

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.:

New Bridge/Culvert No.:

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$33,000.00
Removals (approx. 5% of total cost)	$5,000.00
Roadway (grading, borrow, etc.)	$5,000.00
Roadway (aggregates and paving)	$110,000.00

Subgrade Correction (muck)	$0.00
Storm Sewer	$20,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$41,000.00
Traffic Control	$30,000.00
Striping	$0.00
Signing	$5,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$20,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$325,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$198,000.00
Other Roadway Elements	$0.00
Totals	**$792,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$8,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$19,000.00
Pedestrian Curb Ramps (ADA)	$48,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$5,700.00
Other Bicycle and Pedestrian Elements	$25,000.00
Totals	**$105,700.00**

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
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$897,700.00
Construction Cost Total	$897,700.00
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.

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

Goal: Safety and Security

Objective: A.
Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: B1, B4, B6

Pg. 60 and 2.7

Goal: Access to Destinations

Objective: A

Increase the availability of multimodal travel options, especially in congested highway corridors.

Objective: D

Increase transit ridership and the share of trips taken using transit, bicycling and walking.

Objective: E

Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategies: C1, C2, C16, C17

Pg. 62 and 2.8-2.11

Goal: Competitive Economy

Objective A: Improve multimodal access to regional job concentrations identified in Thrive MSP 2040

Strategies: D1

Goal: Healthy Environment

Objective: A

Reduce transportation-related air emissions.

Objective: C

Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

Objective: D

Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

Strategies: E3

Pg. 66 and 2.12, 2.13

Goal: Leveraging Transportation Investments to Guide Land Use

Objective A: Focus regional growth in areas that support the full range of multimodal travel.

Objective C: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies: F2, F4, F6

Pg. 70 and 2.14-2.16

(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.

List the applicable documents and pages:

West Lake Multimodal Transportation Study: Inventory and Analysis Report pg. 190, 205

West Lake Multimodal Transportation Study: Final Recommendations Report pg. 54, 79, 93, 94

South West TSAAP studies ? west lake station pg. 10, 11, 18

Hennepin Co. pedestrian plan pg. 23

Minneapolis pedestrian plan pg. 37, 39, 43, 45, 46, 48

Americans with Disabilities Act Hennepin County Program Access and Transition Plan for County Highway Rights of Way

(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. Yes

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. Yes

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. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

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

Existing Employment: 14373

Existing Post-Secondary Enrollment: 200

Upload Map 1468607602218_Regional Economy.pdf

Measure A: Usage

Existing Population Within One-Half Mile 15421

Upload Map 1468607632828_Population Summary.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:

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

Due to the regional nature of the project's location within a dense urban environment and a highly visited park system, the intersection serves many more individuals than just residents immediately adjacent to the site. Creating a clearly defined and comfortable intersection will help pedestrians cross safely and with more confidence. Disabled individuals, the elderly and children will benefit greatly from the proposed project improvements. Reconstructed ADA accessible curb ramps will allow those individuals in wheelchairs to more easily navigate the long crossing, creating a higher level of mobility and access to destinations. Shorter crossing distances will allow these groups to spend less time in a crosswalk exposed to traffic and if crossing the intersection within one pedestrian signal cycle is not possible the expanded pedestrian island provides a safe and comfortable place to wait, separated from moving vehicles.

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

Safe and easily accessible pedestrian islands, crosswalks and pedestrian ramps contribute to the overall pedestrian travel experience. These will allow disadvantaged populations, disabled individuals, children and the elderly to more easily traverse the Lake St. and Excelsior Blvd. intersection to access transit, retail, services, and recreational opportunities. The intersection is situated within the Minneapolis Chain of Lakes regional park. The park is a major regional recreation destination with 5,476,400 visitors in 2014, the most frequently visited park in the regional park system. Due to the expected construction of a South West LRT station within one block of the project location and the in-progress and anticipated high-density residential development pedestrian volumes in the project area are expected to increase significantly.

The Lake St. and Excelsior Blvd. intersection serves as a regional gateway to Minneapolis Chain

of Lakes, Uptown and Minneapolis at large. The intersection will connect residents with jobs, services and recreation, serving 34,620 people and 14,373 jobs within one mile of the project. At a regional level the intersection improvements will connect people to job concentrations in Uptown and Downtown Minneapolis.

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

Upload Map 1468607719750_Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Minneapolis	0.16
	0

Total Project Length

Total Project Length (Total Population) 0.16

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) 0.16

Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

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

The Lake Street and Excelsior Boulevard intersection forms a pedestrian barrier separating residential and retail areas from recreational opportunities along the Chain of Lakes. The presence of the lakes and a constrained roadway environment result in high traffic volumes and a streetscape that has been designed to facilitate vehicle throughput. This roadway treatment is incongruous with the residential and recreational character of the area and creates conflict among vehicles, pedestrians, and bicyclists. The project will overcome this challenging crossing and wide roadway in several ways, creating a welcoming gateway to the Chain of Lakes and Uptown.

The existing substandard concrete medians will be reconfigured and a landscaped ADA compliant pedestrian island will be created to shorten the crossing distance. Two new crossing will be created for pedestrians traveling eastbound on the south side of Lake Street or the north side of Excelsior Boulevard. One crossing will connect to the south side of Excelsior Blvd and the other will connect to the pedestrian island. All curb ramps will be reconstructed to be fully compliant with current ADA curb ramp design standards and requirements. New signal equipment will installed due to the change in intersection geometry, all signals will include pedestrian countdown signal heads and accessible pedestrian signals (APS) to facilitate safer crossings for vision impaired pedestrians.

The skewed intersection combines two county routes (CSAH 3 and 5) and is heavily used due to a bottleneck effected created by Lake Calhoun and Lake of the Isles. Both Lake Street and Excelsior Boulevard are divided by concrete medians within the project area. Lake Street east of the intersection is an eight lane roadway with three to four travel lanes in each direction and one left turn

lane. Lake Street and Excelsior Boulevard west of the intersection are each five lane roadways with two travel lanes in each direction and a center turn lane.

According to the Hennepin County Transportation Planning Department (attachment 2) AADT is 25,000 as of 2014 and the posted speed limit is 35 mph. The marked crosswalk spanning the intersection is approximately 130 feet long. Concrete medians are present but these are of substandard design and do not adequately protect pedestrians from vehicles and would not qualify as pedestrian refuges. All curb ramps are of substandard design and are out of compliance with current ADA curb ramp standards creating additional crossing challenges to those individuals in wheelchairs or pushing strollers especially when using the 100 foot long unmarked crosswalk.

Measure B: Project Improvements

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

Completion of project elements will result in improved connectivity and access to residences, services, jobs, transit and recreation. To correct the deficient pedestrian crossings at the Lake Street and Excelsior intersection, as identified in the West Lake Multimodal Transportation Study: Inventory and Analysis Report and Final Recommendations Report, the project will construct a pedestrian island median (attachment 3 and 4). The median will reduce the pedestrian crossing distance, provide new marked and signalized pedestrian crossings and provide a safe and comfortable waiting area for pedestrians unable to cross the entire intersection in one pedestrian signal cycle. Shortened crossing distances will especially benefit elderly and disabled pedestrians who travel more slowly and often need additional time to complete an intersection crossing. In addition to the creation of the pedestrian island, the project will correct existing curb ramp, crosswalk, geometric design and signalization deficiencies. Pedestrians crossing through the intersection will be guided by pedestrian countdown signal heads and APS signals, providing more information to pedestrians as to the time remaining to cross and allowing them to make the decision to wait at the island or to continue crossing. Reconfiguration of travel lane geometry will help to better guide vehicles through the intersection and reduce vehicle speeds. Adding a higher level of guidance and predictability to through and turning movements as well as clearly defining pedestrian spaces will improve driver behavior and increase safety for all modes of travel.

MN DOT crash data shows that two pedestrian/ vehicle crashes occurred during the 2011 to 2015 period. One crash resulted in incapacitating injury and the other crash resulted in possible injury. The study Evaluation Pedestrian Safety Improvements, Van Houten et al., 2012 (attachment 5), provides a crash modification factor of 0.3 when pedestrian

countdown timers are installed at intersections. Similarly, the study the Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections, Li Chen et al. 2012 (attachment 6), provides a crash modification factor of 0.6 when high-visibility crosswalks are installed in an intersection. The project reduces the potential of pedestrian/ vehicle conflict as well as vehicle/ vehicle conflict, clearly defining vehicle movements through the intersection by realigning lane configuration. Crosswalks will be marked with highly visible surface treatments and crossing distance will be shortened due to the presence of the pedestrian island.

Measure A: Multimodal Elements and Connections

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

The project's proposed changes will transform what is currently an auto oriented intersection into a multimodal intersection that responds to the needs of all modes and addresses the unique challenges pedestrians crossing a large and complex intersection face. The intersection sees high levels of pedestrians, bicycles, transit and motor vehicles and the proposed design responds to the travel and safety needs of each.

Pedestrians crossing the intersection will experience expanded crosswalk choices (three marked and signalized crosswalks instead of the existing one) and these will be more clearly defined with high visibility markings. Pedestrian islands will be enhanced and expanded to shorten crossing distances and provide safe and comfortable waiting spaces. Accessible Pedestrian Signals (APS) and pedestrian countdown signal heads will provide all pedestrians and especially the visually impaired with more information about when to cross and how much time is remaining.

Bicyclists traveling through the intersection will also experience enhanced safety and comfort, intersection channelization will be more clearly defined resulting in more predictable vehicle turn and through movements and reduced speeds. Additionally, Nice Ride Minnesota has a bike share station located at the intersection. Due to the proximity to Lake Calhoun and Uptown this station is one of the busiest in Nice Ride's network serving many utilitarian and recreational trips, 134,000 in 2015 (attachment 7).

The safety of vehicle travel through the intersection will be improved. Reduced lane width, channelization and signal upgrades will result in a lower speeds and a more predictable environment that accommodate forecasted vehicle volumes while improving safety.

The transit user experience will be improved, with marked, safe and controlled crossings to access the bus stops. Three Metro Transit bus routes connect to the project location, the 12, 17 (local) and 114 (limited stop) buses, with two bus stops located within the intersection. Due to the reconfiguration of the right turn lane from eastbound W. Lake Street and the addition of a new crosswalk location both bus stops will be relocated. In addition to the existing bus service through the intersection the West Lake Transitional Station Area Action Plan has identified a new Green Line Extension LRT station located within ½ mile (under a ten minute walk) from the intersection. The new station is anticipated spur development, adding even greater density to an urban environment. The presence of the West Lake LRT Station will generate more pedestrian trips as the light rail will be used for commuting and for regional transit access to the Chain of Lakes.

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 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 (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 11/29/2019

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:

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 Yes

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

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

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

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion	11/29/2019

10)Letting

Anticipated Letting Date	03/11/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$897,700.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$897,700.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 1 - Socio-Economic Data Existing and 2040 Households.pdf	Attachment 1 - Socio-Economic Data Existing and 2040 Households	176 KB
Attachment 10 - Hennepin County Pedestrian Plan.pdf	Attachment 10 - Hennepin County Pedestrian Plan	131 KB
Attachment 11 - Minneapolis Pedestrian plan.pdf	Attachment 11 - Minneapolis Pedestrian plan	432 KB
Attachment 12 - City of Minneapolis Letter of Support.pdf	Attachment 12 - City of Minneapolis Letter of Support	295 KB
Attachment 13 - Minneapolis Park Board Letter of Support.pdf	Attachment 13 - Minneapolis Park Board Letter of Support	341 KB
Attachment 14 - Project to RBTN Orientation.pdf	Attachment 14 - Project to RBTN Orientation	133 KB
Attachment 15 - MN DOT Crash Data CSAH 3 @ CSAH 5 (2011 - 2015).pdf	Attachment 15 - MN DOT Crash Data CSAH 3 @ CSAH 5 (2011 - 2015)	194 KB
Attachment 16 - Pedestrian Advisory Committee resolution of support.pdf	Attachment 16 - Pedestrian Advisory Committee resolution of support	198 KB
Attachment 2 - Hennepin-County-traffic-flow-map-2015.pdf	Attachment 2 - Hennepin-County-traffic-flow-map-2015	2.7 MB
Attachment 3 - Lake_Excelsior__Existing.pdf	Attachment 3 - Lake_Excelsior__Existing	1014 KB
Attachment 4 - Proposed Intersection Improvements_Lake and Excelsior.pdf	Attachment 4 - Proposed Intersection Improvements_Lake and Excelsior	175 KB
Attachment 5 - CMF countdown timer.pdf	Attachment 5 - CMF countdown timer	127 KB
Attachment 6 - CMF - Install high-visibility crosswalk.pdf	Attachment 6 - CMF - Install high-visibility crosswalk	137 KB
Attachment 7 - 2015 nice ride trips.csv	Attachment 7 - 2015 nice ride trips	47.7 MB
Attachment 8 - West Lake Multimodal Transportation Study_Lake and Excelsior.pdf	Attachment 8 - West Lake Multimodal Transportation Study_Lake and Excelsior	483 KB
Attachment 9 - West Lake Transitional Station Area Action Plan.pdf	Attachment 9 - West Lake Transitional Station Area Action Plan	5.2 MB

Regional Economy

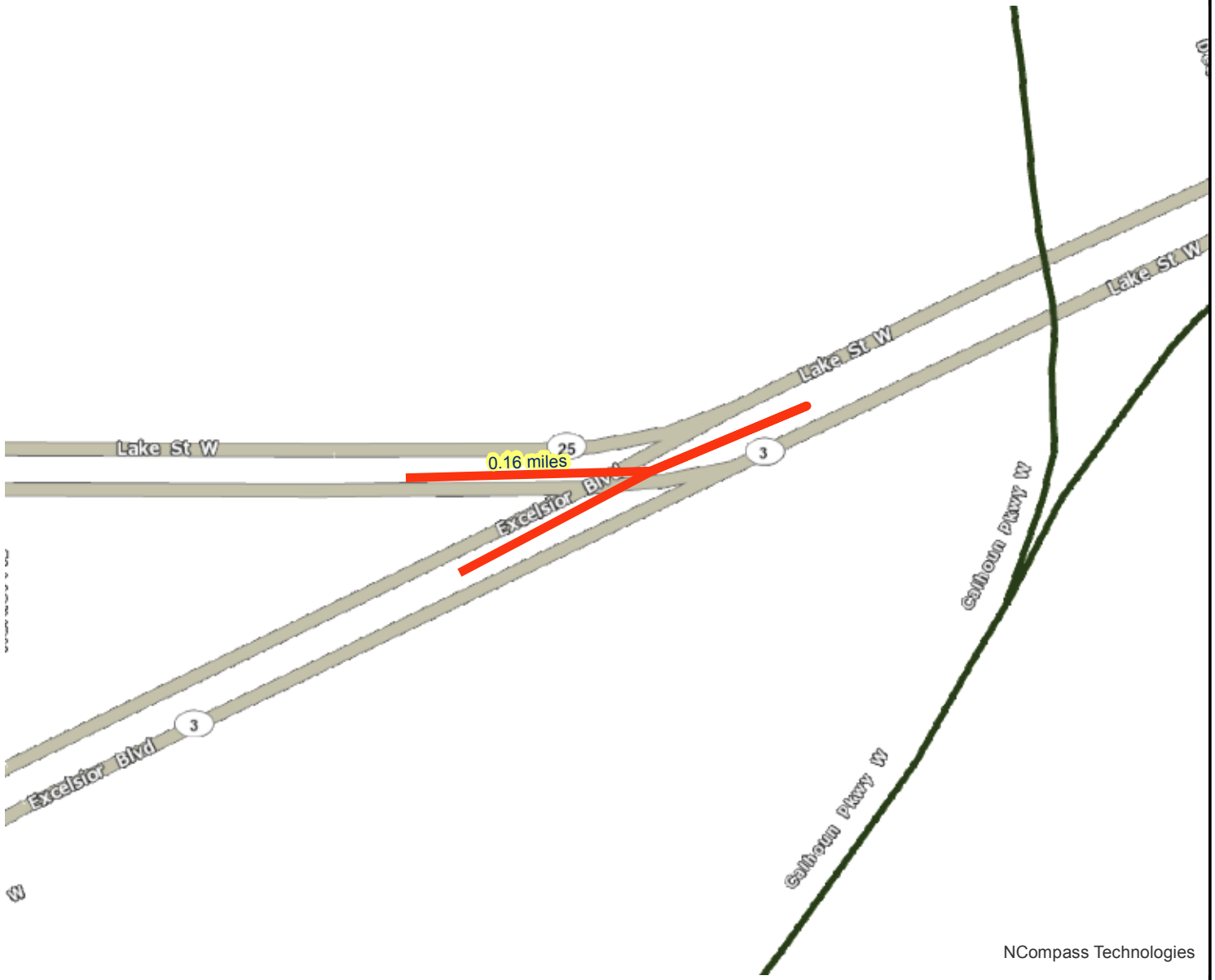
Pedestrian Facilities Project: Lake Street and Excelsior Boulevard Pedestrian Improvements | Map ID: 1468442253985

Results

WITHIN ONE MI of project:

Total Population: 34620
Total Employment: 14373
Mfg and Dist Employment: 678

Postsecondary Students:
200



Project
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.0175 0.035 0.07 0.105 0.14 Miles

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LandscapeRSA5

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METROPOLITAN COUNCIL

Population Summary

Pedestrian Facilities Project: Lake Street and Excelsior Boulevard Pedestrian Improvements | Map ID: 1468442253985

Results

Within HALF Mile of project:
Total Population: 15421
Total Employment: 6297

Project
School
2010 TAZ

0 0.0175 0.035 0.07 0.105 0.14 Miles

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LandscapeRSA4

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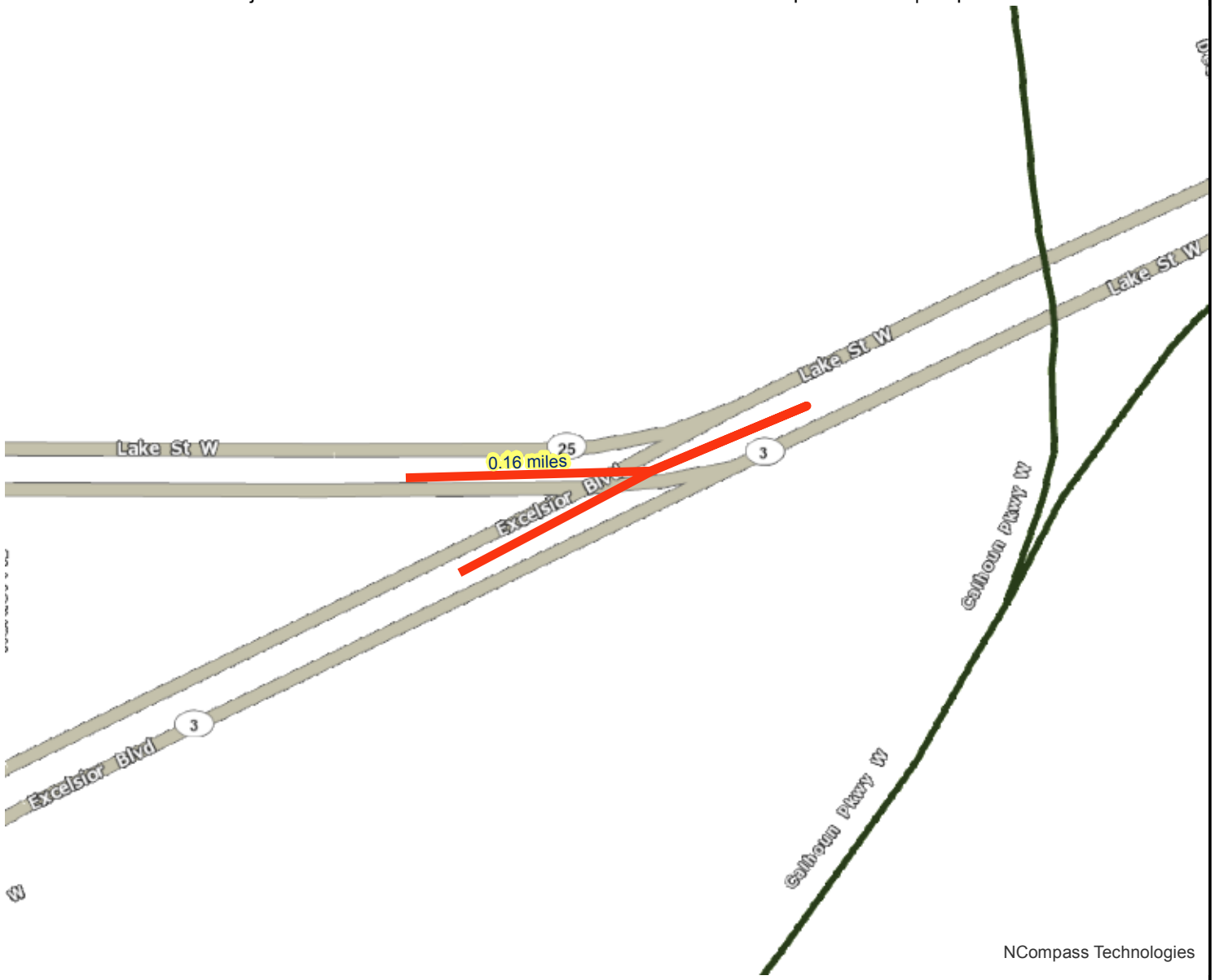
METROPOLITAN COUNCIL

Socio-Economic Conditions

Pedestrian Facilities Project: Lake Street and Excelsior Boulevard Pedestrian Improvements | Map ID: 1468442253985

Results

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:
(0 to 12 Points)



Project

Area of Concentrated Poverty

Area of Concentrated Povertry > 50% residents of color

Above reg'l avg conc of race/poverty

0 0.0175 0.035 0.07 0.105 0.14 Miles

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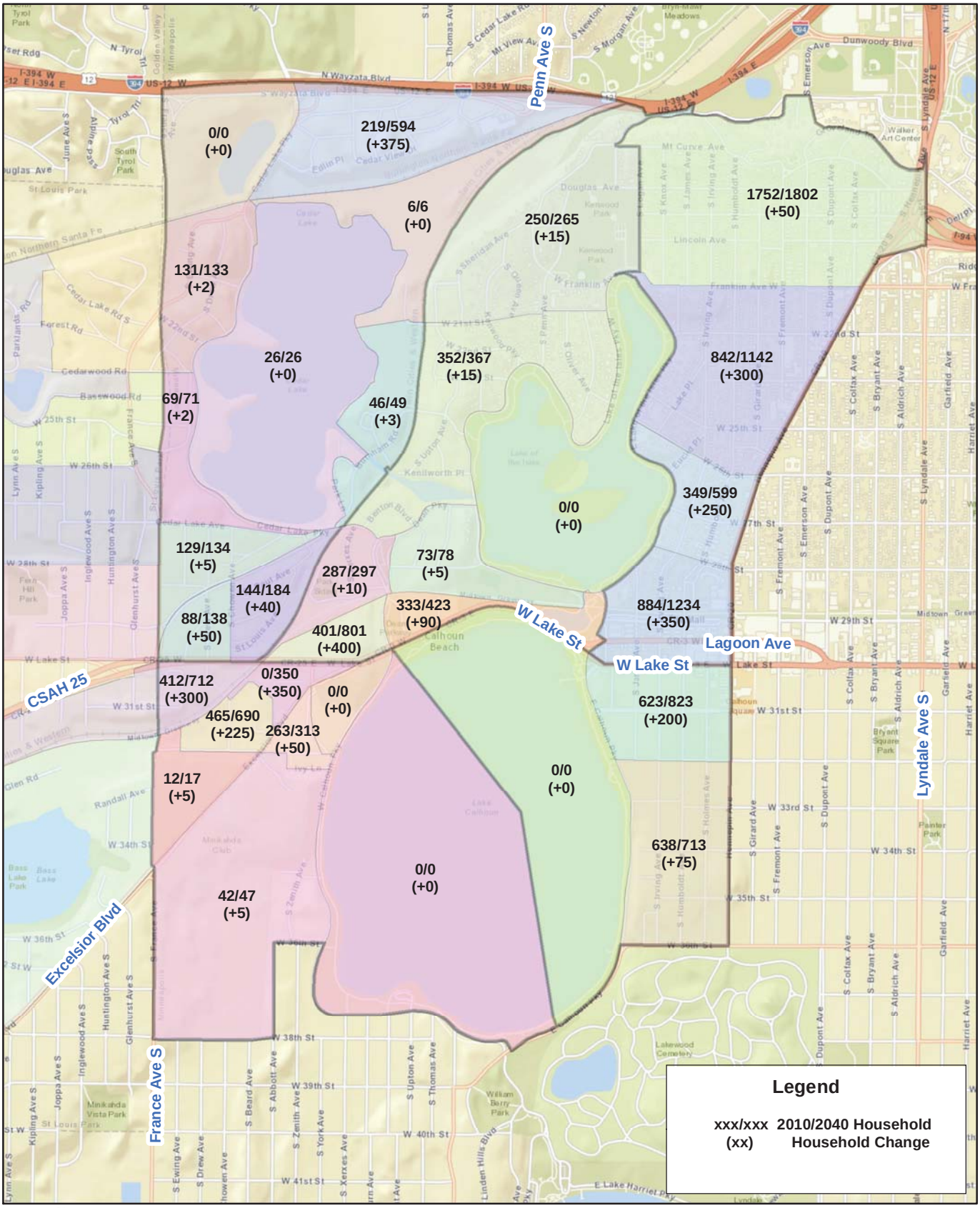
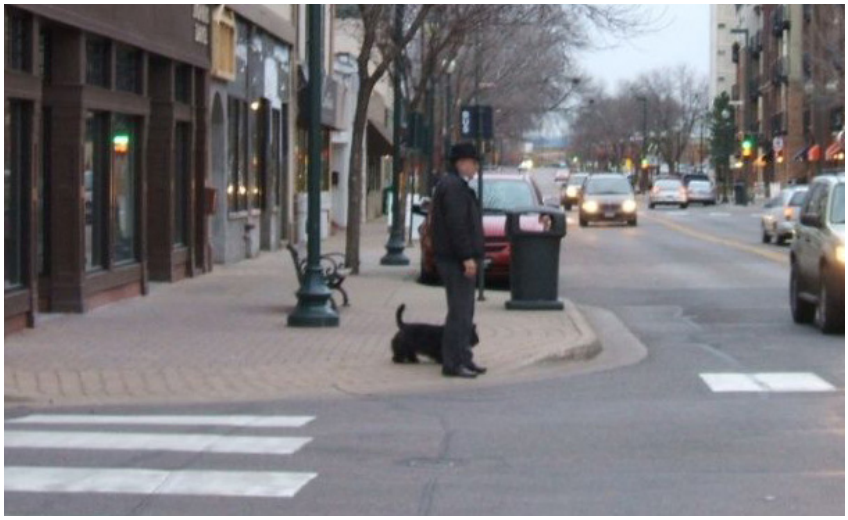
METROPOLITAN COUNCIL



Twin Cities Regional Model Socio-Economic Data in the Study Area
Existing and 2040 Households

West Lake Multimodal Transportation Study
City of Minneapolis

Appendix
1A



Curb extension, Hopkins, MN

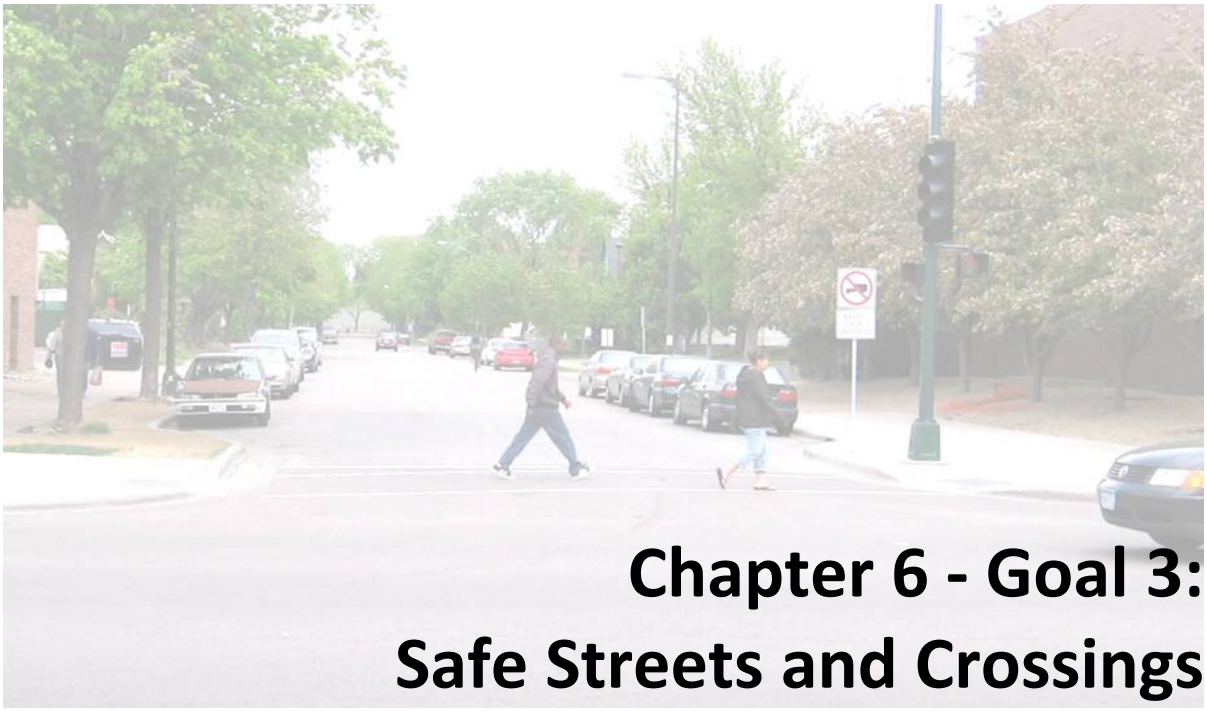
Installation of curb extensions and pedestrian refuge medians is a proven safety strategy included in the County Road Safety Plan. The plan identified corridors with a history of at least one severe pedestrian-vehicle crash between 2005 and 2009:

- CSAH 3/Lake Street between Elliot Ave S and W River Pkwy
- CSAH 152/Washington/Cedar Ave between 3rd Ave N and 94 WB ramp
- CSAH 2/Penn Ave between TH 55 and 36th Ave N
- CSAH 152/Brooklyn Blvd between Bottineau Blvd and 94 WB ramp
- CSAH 33/Park Ave between E 16th St and Washington Ave S
- CSAH 48/Minnehaha Ave between E 46th St and E 32nd St (reconstruction scheduled in 2014)
- CSAH 153/Lowry Ave between Victory Memorial Drive and Stinson Blvd
- CSAH 3/Lake Street between Excelsior Blvd and Chicago Ave S
- CSAH 102/Douglas Dr N between TH 55 and 53rd Ave N
- CSAH 81/W Broadway/Bottineau Blvd between 94 Ramp and N 42nd Ave

To determine locations for stand-alone pedestrian safety improvements, pedestrian crash history should be supplemented with other information about the context of the location. Criteria should include proximity to pedestrian generators such as schools, parks, and commercial centers. In response to community comments and concerns, the county should evaluate and prioritize installation of curb extensions and pedestrian refuge medians to improve pedestrian crossings. Community comments can identify intersections that may not have a crash history, but may be underused by pedestrians because the crossing is perceived as unsafe.

Estimated cost per curb extension: . . . . . .60 staff hours and $25,000 construction cost

Estimated cost per pedestrian refuge median:. . . . . .60 staff hours and $15,000 construction cost



Chapter 6 - Goal 3: Safe Streets and Crossings

Pedestrians need to be able to safely and conveniently cross streets and travel along streets. Concerns about the safety of streets was a common concern reported through the pedestrian master planning process.

In developing the *Pedestrian Master Plan*, information on several factors related to safety of streets were gathered, including:

- *Traffic Speeds* - Motor vehicle speeds have a huge impact on pedestrian safety. Faster vehicle speeds make it much more difficult for pedestrians to judge safe gaps in traffic for crossing, as shown in Figure 3. Most streets in Minneapolis have a posted speed limit of 30 mph, as shown in Map A-15, and most local residential streets with on-street parking have an actual average operating speed of 23-28 mph. The City also has a speed display trailer program, through which neighborhoods and individuals may request a speed display trailer that informs drivers of their actual travel speed and contributes to reduced travel speeds.
- *Number of Traffic Lanes* - The more lanes of traffic a pedestrian must cross, the more potential conflicts with vehicles, the longer the crossing distance, and generally the higher the volume of traffic. The number of existing traffic lanes is shown in Map A-16.
- *Complex Intersections* - Intersections of diagonal streets and intersections with two or more multi-lane streets create complex intersections, which are typically more difficult and inconvenient places for pedestrians to cross. These locations typically have longer crossing distances, minimum pedestrian crossing signal time, higher traffic volumes, and longer wait time

Objective 3.1: Reduce Pedestrian-Related Crashes

Objective 3.2: Promote Safe Behavior for Drivers, Bicyclists and Pedestrians

Objective 3.3: Improve Pedestrian Safety for the Most Vulnerable Users

Objective 3.4: Improve Traffic Signals for Pedestrians

Objective 3.5: Improve Crosswalk Markings

OBJECTIVE 3.1: REDUCE PEDESTRIAN-RELATED CRASHES

As the largest urban area in the State of Minnesota, Minneapolis has a lot of pedestrians and a lot of traffic, resulting in a high occurrence of pedestrian-related traffic crashes, relative to the rest of the state. 31% of the pedestrian crashes in the State of Minnesota from 2002 to 2006 occurred in the City of Minneapolis, and an additional 17% occurred in St. Paul.[27] However, compared with peer cities Minneapolis has a relatively low incidence of pedestrian-related crash deaths. Minneapolis ranked 40th out of the 47 cities with year 2000 populations over 350,000 for pedestrian crash deaths per capita, as shown in Table 3.

In Minneapolis, there are approximately 250 pedestrian-related traffic crashes that are reported to the police every year. This number varies from one year to another, but has been relatively constant over the past five years (see Figure 5).

The City of Minneapolis maintains a database of all traffic crashes in the City reported by the Minneapolis Police Department.[28] An analysis of the 1,443 pedestrian-related traffic crashes 2002-2006 in this database showed the following trends:

- *Pedestrian crashes are a significant component of traffic fatalities and severe injuries in Minneapolis.* When a pedestrian gets hit by a car, injuries are highly likely. Pedestrian crashes comprised approximately 4% of all reported traffic crashes in Minneapolis, but 25% of all crashes resulting in a fatality and 21% of all crashes resulting in a severe injury.
- *Pedestrian crashes occur throughout the year.* Unlike bicycle crashes, pedestrian crashes in Minneapolis are not seasonal; they occurred steadily throughout the year, as shown in Figure 6.
- *More pedestrian crashes occur at intersections, than away from intersections.* 68% of pedestrian crashes occurred within 15 feet of the intersecting street curb. In most cases, these crashes occurred in the area where a legal crosswalk typically exists, but they may also include crashes in the middle of the intersection or on the sidewalk at intersections.[29]
- *Many pedestrian crashes involved a left-turning vehicle.* As shown in Table 4, 27% of pedestrian crashes involved a left-turning vehicle, in contrast to 10% involving a right-turning vehicle. 16% of pedestrian crashes occurred at signalized intersections when the pedestrian had a WALK signal and the vehicle was turning left.
- *Few pedestrian crashes occur when a vehicle is turning right at a red light.* As shown in Table 4, only 2% of pedestrian crashes involve a vehicle turning right at a red light when the pedestrian is crossing with a WALK signal.[30] Through the *Pedestrian Master Plan* process, several comments were received related to perceived pedestrian safety benefits of No Turn On Red (NTOR) vehicle restrictions. However, research nationally and in Minneapolis has shown no pedestrian safety benefits of NTOR restrictions in most circumstances. NTOR is most effective as a safety measure

[27] Source: Mn/DOT Office of Traffic, Safety, and Technology.

[28] The database does not include crashes reported by the State Patrol, which are typically on the freeway system, and may not include all crashes reported by Metro Transit Police and University of Minnesota police.

[29] This trend was also confirmed through a review of pedestrian-related crashes from the state's crash database for 2002-2006, which showed that 63% of pedestrian crashes in Minneapolis occurred at intersections, compared with 55% statewide.

[30] This figure is even lower for total traffic crashes: only 0.6% of total traffic crashes in Minneapolis involved a vehicle turning right at a red light.

OBJECTIVE 3.2: PROMOTE SAFE BEHAVIOR FOR DRIVERS, BICYCLISTS AND PEDESTRIANS

Pedestrian safety is a shared responsibility among motorists, pedestrians, and bicyclists. The most effective solutions to improving pedestrian traffic safety involve a combination of engineering solutions, along with education and enforcement. Through the Pedestrian Master Plan process, many pedestrian safety concerns were raised regarding motorist compliance with the crosswalk law and bicyclists riding on sidewalks.

Minnesota state law requires motorists to stop for a pedestrian who has entered the crosswalk (stepped off the curb) at a marked or unmarked crosswalk, provided the pedestrian has not suddenly walked into the path of a vehicle that is so close that the driver cannot stop (see Appendix D). However, many motorists and pedestrians either don't understand or don't comply with this law. Failure of a motorist to yield to pedestrians is one of the most commonly cited barriers to walking cited by the public through the master planning process.

While the Bike/Walk Ambassador program provides some guidance on pedestrian safety in their work, there are currently no active pedestrian safety education campaigns underway serving Minneapolis. One example of a pedestrian safety education campaign is shown in Figure 7 from Calgary, Canada.[32]

Figure 7: Calgary Pedestrian Safety Campaign

Bicyclists are legally permitted by state law (see section 169.222 in Appendix D) and City ordinance (Chapter 490.140) to ride on sidewalks and have the same rights and duties applicable to pedestrians on sidewalks unless posted otherwise. Bicyclists must yield right-of-way to pedestrians on sidewalks and may not ride on sidewalks in business districts. Business districts are defined in state law as street frontages that have at least half of the frontage occupied by buildings in use for business for at least 300 feet.

Bicyclists are more likely to ride on sidewalks where there is not an on-street bicycle lane and where traffic volumes are higher, as shown in Table 5. The City is continuing to expand the bicycle network through new on-street facilities, off-street trails, and development of a Bicycle Master Plan. Continued development of bicycle facilities and education is needed to reduce real and perceived conflicts between bicyclists and pedestrians.

[32] http://www.calgary.ca/docgallery/bu/roads/pedestrian_safety_brochure.pdf

OBJECTIVE 3.3: IMPROVE PEDESTRIAN SAFETY FOR THE MOST VULNERABLE USERS

The City receives numerous concerns and questions about traffic safety from the public, many of which are related to pedestrian safety near parks, schools, and senior housing. The City's Traffic division investigates every pedestrian safety complaint and makes improvements where needed.

School-patrolled crossing in Seward neighborhood

One proactive approach to improving pedestrian safety for vulnerable users is the City's School Pedestrian Safety Program, through which City traffic operations staff work with each K-8 school to evaluate safety and operations and identify opportunities to increase the number of students walking to school. The program also works with schools to identify school patrolled intersections; eliminate or reduce conflicts among buses, vehicles, and pedestrians; and identify needs for short-term and long-term infrastructure improvements. Typical improvements include overhead school crossing signs, durable pavement markings at crosswalks, highly visible sign posts for regulatory signs, speedwagons, and separated parent and bus pick-up/drop-off activities. The program also assesses school patrol practices and the need for adult supervision at school crossings. Some schools have implemented walking and bicycling curriculum programs, as well.

Reviews of all 87 K-8 schools in Minneapolis was completed in June 2009. A similar approach could be applied for pedestrian safety near parks and senior housing.

Implementation Strategies

3.3.1 Continue to implement the School Pedestrian Safety Program.
The City will complete implementation of the School Pedestrian Safety program.

3.3.2 Investigate creation of new focused pedestrian safety improvement programs for other vulnerable users.
The City will investigate using the school pedestrian safety program model for other types of vulnerable users, such as a Safe Routes to Parks program or a Safe Routes for Seniors program. The City will pursue potential funding sources to support these potential programs.

See also:

Objective 6.1: Promote Walking for Youth

OBJECTIVE 3.4: IMPROVE TRAFFIC SIGNALS FOR PEDESTRIANS

Traffic signal design has a significant impact on the convenience and safety of crossing the street. There are approximately 800 signalized intersections in Minneapolis, all of which have pedestrian signal heads (see Map A-17). There are a number of potential challenges with the existing design of traffic signals for pedestrians in Minneapolis; however, work has begun to address many of these issues:

- *More countdown timers are being installed in Minneapolis.* Countdown timers show the number of seconds remaining in the signal for pedestrians to cross the street and help pedestrians to safely decide if they have enough time. The City of Minneapolis began installing countdown timers as part of all new signal installations in 2008. There are currently over 70 intersections in Minneapolis with countdown timers (see Map A-17). The proposed 2009 version of the Manual on Uniform Traffic Control Devices (MUTCD) is expected to require that all signalized intersections with pedestrian crosswalks have countdown timers within the ten year compliance period specified in the MUTCD.

- *More accessible pedestrian signals (APS) are being installed in Minneapolis.* The information that pedestrian signals provide through the WALK and DON'T WALK visual indications is not accessible to blind and low vision pedestrians. Accessible pedestrian signals (APS) provide an audible and vibro-tactile indication of the WALK interval. There are currently 11 APS in Minneapolis (see Map A-17), and the City has obtained federal funding to install APS in 15 additional locations. The City has also drafted an APS transition plan, under which all traffic signals will be evaluated and prioritized for APS installation over the next 10 years.

- *Upcoming standards will require more walk time for pedestrians in signal timing.* The standard pedestrian crossing speed used to calculate signal crossing time is changing to better reflect the needs of an aging population, those with mobility impairments, and other slower-moving pedestrians. The proposed 2009 MUTCD requires that signal timing for the pedestrian clearance time be based on a pedestrian crossing speed of 3.5 feet per second (2.0 mph) and a total

Countdown Timer

Accessible Pedestrian Signal

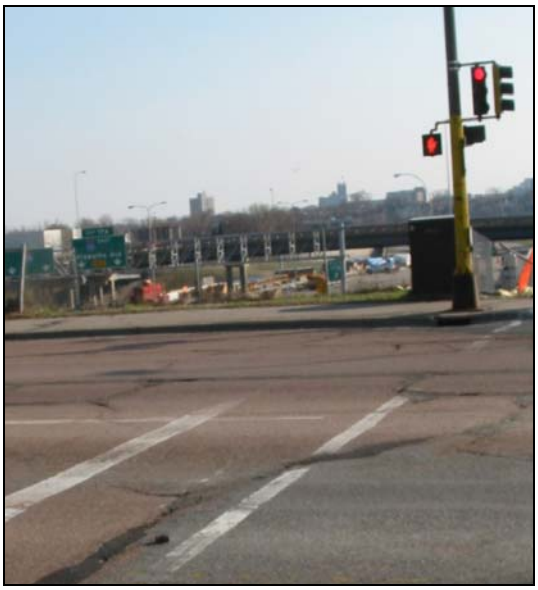
This push button is not accessible or convenient for all pedestrians.

OBJECTIVE 3.5: IMPROVE CROSSWALK MARKINGS

Minneapolis has a dense street grid, and there are over 7,000 intersections in Minneapolis. Legal crosswalks, whether marked or unmarked, exist at all legs of all intersections where sidewalks normally exist, including T-intersections, except where closed by ordinance and appropriately signed. Legal crosswalks also exist at marked midblock crossings.

High-visibility crosswalk marking at Hiawatha School

Crosswalk pavement markings are used at some intersections to direct pedestrians to safe crossings and to alert drivers to the potential presence of pedestrians. Minneapolis' current policy is to mark crosswalks at all signalized intersections, designated midblock crosswalks, and school patrolled crossings. The standard crosswalk pavement marking style is two transverse (lateral) lines at most locations and high visibility markings (longitudinal lines striped parallel to the direction of traffic) at all midblock crosswalks and selected school patrolled crossings, as shown in Figure 8.



Crosswalk paint fades quickly with Minnesota winters.

There are a number of challenges with current crosswalk marking practices:

- *Maintenance funding is constrained.* The City maintains approximately 4,000 marked crosswalks. There are currently insufficient funds to replace all existing crosswalks on an annual basis. This constraint makes it difficult to justify installing new crosswalk markings or higher cost continental style crosswalk markings.
- *Latex paint fades quickly.* Crosswalks in Minneapolis are generally marked with latex paint once every other year. With Minneapolis' weather conditions, crosswalks often are completely faded by the time they are repainted. Reflective roadway tape and thermoplastic materials have been used in selective locations and last longer, but these materials also cost more than latex paint. The City currently installs reflective roadway tape at crosswalks as budget allows.
- *Pedestrians place high value on crosswalk markings; however, crosswalk markings alone do not improve pedestrian safety.* Through the Pedestrian Master Plan process, the City has received numerous comments about the importance of having more safe, marked crosswalks at intersections, particularly in commercial corridors, at transit stops, at parks, and near senior housing. Marked crosswalks are an indicator to pedestrians of the safety of street crossings and the overall quality of pedestrian facilities. Crosswalk markings direct pedestrians to safer crossing locations and are a component of the overall design and operation of pedestrian street

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 203
Minneapolis, MN 55415
TEL 612.673.2352

www.minneapolismn.gov

June 20, 2016

James N. Grube, P.E.
Director of Transportation and County Engineer
Transportation Department
1600 Prairie Drive
Medina, Minnesota 55340

Re: Letter of Support for Regional Solicitation Application
CSAH 3 (W Lake St) Pedestrian Improvements at the CSAH 5 (Excelsior Blvd) Intersection

Dear Mr. Grube:

The City of Minneapolis supports Hennepin County's federal funding application through the Regional Solicitation for the proposed pedestrian improvements at the intersection of CSAH 3 (West Lake St) and CSAH 5 (Excelsior Blvd) which will include the following improvements:

- Reconfiguring and adding medians for pedestrians
- Shortening and enhancing pedestrian crossings
- Adding gateway landscaping

This intersection is identified in the City's pedestrian master plan, is identified by the City's Pedestrian Advisory Committee as a top intersection in need of pedestrian improvements and is within the planned West Lake Station Area for Southwest LRT. In addition, City staff led the West Lake Street Multimodal Study jointly with County, Park Board, and Metro Transit from which this project was recommended.

We support this Hennepin County sidewalk project and recognize that the project will improve the safety for all transportation modes. Improvements along in this area will enhance the livability and quality of life for Minneapolis and Hennepin County residents.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Lisa K. Cerney

Lisa Cerney
Director of Public Works

Minneapolis
Park & Recreation Board

Administrative Offices
2117 West River Road
Minneapolis, MN 55411-2227

Operations Center
3800 Bryant Avenue South
Minneapolis, MN 55409-1000

Phone
612-230-6400
Fax
612-230-6500

www.minneapolisparks.org

June 13, 2016

James N. Grube, P.E.
Director of Transportation and County Engineer
Transportation Department
1600 Prairie Drive
Medina, Minnesota 55340

Re: Letter of Support for Hennepin County's Regional Solicitation Application and Project CSAH 3 (West Lake St) pedestrian improvements at the intersection with CSAH 5 (Excelsior Blvd)

Dear Mr. Grube:

The Minneapolis Parks and Recreation Board supports Hennepin County's federal funding application through the Regional Solicitation for the proposed pedestrian improvements at the intersection of CSAH 3 (West Lake St) and CSAH 5 (Excelsior Blvd) which will include the following improvements:

- Reconfiguring and adding medians for pedestrians
- Shortening and enhancing pedestrian crossings
- Adding gateway landscaping

This intersection is adjacent to Lake Calhoun and connects the Lake area with the West Lake Station Area for Southwest LRT. In addition, park board staff participated and supported the joint city/count/Park Board/Metro Transit West Lake Street Multimodal Study from which this project originated.

We support this county sidewalk project and recognize that the project will improve the safety for all transportation modes. Improvements along in this area will enhance the livability and quality of life for Minneapolis and Hennepin County residents.

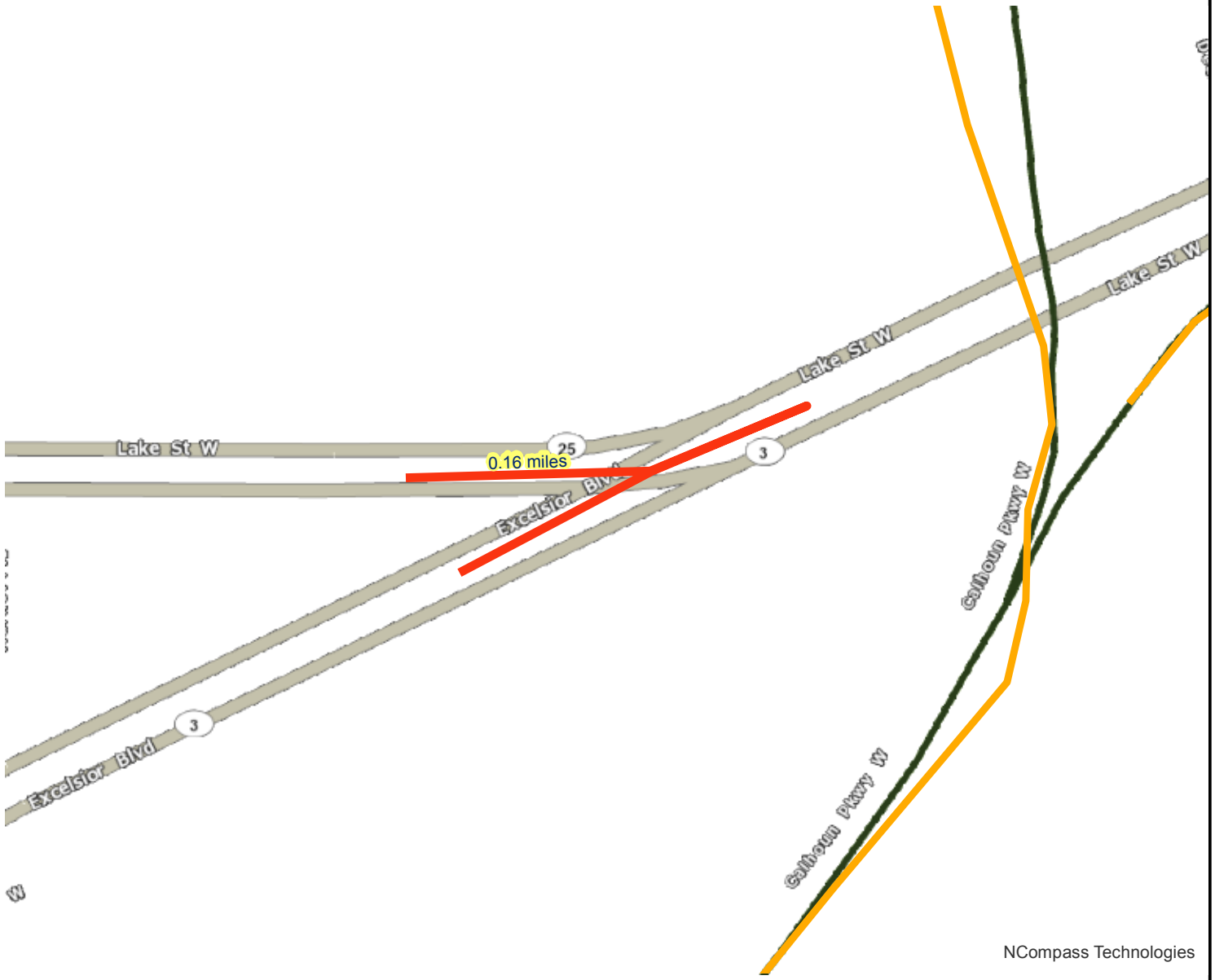
We wish you success with this application and look forward to working with you on the implementation of the project.

Sincerely,

Jayne Miller, CPRP
Superintendent
jmiller@minneapolisparks.org

Project to RBTN Orientation

Pedestrian Facilities Project: Lake Street and Excelsior Boulevard Pedestrian Improvements | Map ID: 1468442253985



NCompass Technologies

Project
RBTN Tier 2 Alignment
Principal Arterials
Minor Arterials
RBTN Tier 1
RBTN Tier 2

0 0.0175 0.035 0.07 0.105 0.14 Miles

Created: 7/13/2016
LandscapeRSA1

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METROPOLITAN COUNCIL

CSAH 3 @ CSAH 5 from Market Plaza to Dean Blvd (2011 - 2015) - created on 06-24-2016 by ril

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
04	27000003	010+00.349	0427000003	10.349	Z		1	3	U
04	27000003	010+00.385	0427000003	10.385	Z		3	3	U

e1che

ATP	CO
ABOVE IS A BUSY INTERSECTION AND IS CONTROLLED BY SEMOPHONRES FOR NORTH AND SOUTH TRAFFIC ONLY. VE	27
THE DRIVER OF VEH 1 WAS TRAVELLING WB ON LAKE ST FROM DEAN PARKWAY IN THE LEFT LANE OF 2 LANES. HE	27

CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC
2585	3-Tue	4	5	2011	2243	C	0	1	4
2585	4-Wed	9	4	2013	2214	A	0	1	90
							0	208	441

SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN
30	6	5	1	4	3	1	0	1	1	5
35	6	5	1	98	4	1	1	1	90	5

	PERSON1										
ACC_NUM	**VTYPE**	**DIR**	**ACT**	**FAC1**	**FAC2**	**POSN**	**INJ**	**EQP**	**PHYS**	**AGE**	**SEX**
110960007	1	S	6	2	9	1	N	4	1	45	M
132470293	1	W	1	1	1	1	N	4	1	31	M

PERSON2											PERSON3
VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE
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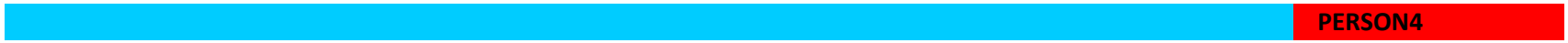
53	S	33	2	15	25	A	11	1	19	M	


PERSON4
DIR
ACT
FAC1
FAC2
POSN
INJ
EQP
PHYS
AGE
SEX
VTYPE
DIR

ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX

City of Minneapolis Pedestrian Advisory Committee
Infrastructure & Engineering Subcommittee
Thursday, June 16, 2016

In attendance: Julias Tabbut and Curran, Scott Engel, Matthew Dyrdahl, and presenters Kelley Yemen, Steve Hay, and Nathan Koster

Hennepin County Regional Solicitation Projects (Kelley Yemen, Hennepin County)

Process: Application deadline is in mid-July; it takes about six months to learn whether applications are successful; applications don't include details like lane widths; three project categories: roadway, bikeway, sidewalk

Marshall St NE, 10th to 27th (roadway project): two-way curb-protected bike lane, parking on the other side, two drive lanes

44th / Webber Pkwy / Lyndale North (roadway project): different cross-section designs for each section; adding bike lanes (along existing Webber Park trails for middle section, on each side of road in others); current sidewalks in terrible condition (along Webber Park); road diet for that wee bit of Lyndale – in 2018 resurfacing, adjacent City section might be dieted also

CSAH 81 bridges, W Broadway over Hwy 100 (roadway project): replacing bridge structures only for now – adding wider multiuse facility for bikes and peds in anticipation of future connectivity. Engel suggests getting rid of bridges and rebuilding at grade

Portland Ave S, 60th-66th over crosstown (bikeway project): converting 4 to 3 lanes; adding buffered or protected bike lanes; widening sidewalks on bridge to allow for multiuse; filling in sidewalk gap from Park Avenue to the highway; looked at making bridge wider for separate facilities or adding a bike/ped bridge but both were impractical (because of truck clearance and extra ped crossings, respectively)

W Lake & Excelsior intersection (sidewalk project): adding island in the middle of intersection and crosswalks connecting everything; $1mil total cost; will clarify things for car traffic too; Engel would like to see sidewalks widened too, but that's not in scope of project (would have to reconstruct Lake St to get room); most appropriate solution out of West Lake Study for this funding source

46th St S, Lyndale to just short of Cedar (sidewalk project): ADA-compliant ramps; pedestrian median and crossing beacon at Oakland; intersection improvements including APS and countdown timers

Endorsements from PAC will help the application, so resolution: "The PAC supports Hennepin County's regional solicitation application. We're especially excited about the West Lake & Excelsior and 46th Street projects, and filling the sidewalk gap along Portland Avenue." Unanimously approved.

City of Minneapolis Regional Solicitation Projects (Steve Hay, City of Minneapolis)

Process: Timeline same as County's, above; City is submitting six applications (fewer than in past – trying to increase chances for most important / winnable projects), three roadway and three bike/ped projects

Hennepin Avenue, Washington to 12th (roadway project): full reconstruction; approved concept (not layout yet); $16mil total – applying for $7mil here; protected bike lanes

37th Ave NE, Central to Stinson, northern border of Mpls (roadway project): partnership with Columbia Heights; adding bike facility (on master plan – no details yet); filling two-block sidewalk gap on Minneapolis side and adding sidewalks along Columbia Heights side (currently none); in CIP already

Nicollet Ave bridge over Minnehaha Creek (bridge subcategory): $25mil total; structure and substructure improvements; bike and ped trails underneath get concrete crumble pelted

Prospect Park Trail, Franklin SE to 27th over I-94 (bike/ped project): making multiuse trail from railway property; "project of opportunity" since railway wants to give it up

Queen Ave bike boulevard, 44th to Basset Creek (bike/ped project): adding a bike boulevard along a residential street roughly parallel to Penn Ave, crossing Olson Memorial at Penn

36th St W, Lake Calhoun to DuPont (bike/ped project): pedestrian enhancements; protected bikeway (currently with bollards); building new curb and gutter and putting bike and ped facilities behind curb; along cemetery; highly used by peds; chance to "explore feasibility of . . . adding sidewalk space" and raised protected bikeway; not a full reconstruct, so not sure how it will affect drainage, etc.; maybe a little mill and overlay needed

Resolution: "The PAC supports the City's regional solicitation application. We're very especially excited about the 36th Street improvements." Unanimously approved.

8th Street South (Steve Hay, City of Minneapolis)

Reconstruction from Hennepin to Chicago Avenue in 2019-20; got funding in 2014 through regional solicitation; just beginning project development and design; aiming to have an approved layout in January; prioritizing peds and transit -- no bike facilities; widening sidewalks (esp at 3 BRT stops on south side); bumpouts at all intersections; evaluating curbside uses (parking, drop-off, valet, etc. – the biggest challenge / question mark); taking out a lane of traffic or parking to widen sidewalks; peak hour restrictions a likely possibility; streetscape improvements (trees etc); current conditions of 7th better, but will probably also be reconstructed in early '20s

42nd Avenue North (Nathan Koster, City of Minneapolis)

Reconstruction from Xerxes to Lyndale in 2018-19; proposing 84 curb extensions along 1.5 miles (drainage might dictate a bigger one across from none in some cases, but crossing distances would be narrowed the same); keeping parking at Thomas Ave business node because it's fully used – sharrows there; narrowing from Sheridan to Penn and adding boulevards; C line BRT coming along Penn; filling sidewalk gap from Penn to Girard along cemetery to south (no longer along pond path); keeping sidewalk along curb in order to maintain mature trees behind them; at Humboldt: redoing pavement and sidewalks at ess curve – basically keeping as is but lots of curb extensions, squared up crossings, etc.; Fremont business node – removing North side parking to add bike lanes, D Line BRT; east of Emerson, planted boulevards, reduced traffic widths (similar to beginning section)

Long stretch without crossing near school and cemetery – add light or sign or beacon to prevent speeders and enable crossings?; temporary bollard bumpouts at business nodes?; will be trying to reduce driveway widths

Resolution: "The PAC enthusiastically supports this project, especially the bumpouts, narrowed traffic lanes and crossings, protection from car traffic provided by boulevard and/or bike lanes, and the sidewalk gap infill." Unanimously approved.

Hennepin County 2015 Flow Map

Notes:

1. a) Traffic volumes on the Hennepin County Highway System are counted on an alternating year basis. Zone I is counted in even years and Zone II is counted in odd years. If a count is not current, the prior count is indicated by *red underlined italics*.

   b) Majors and ATRs are all 2015 counts unless *otherwise indicated*.

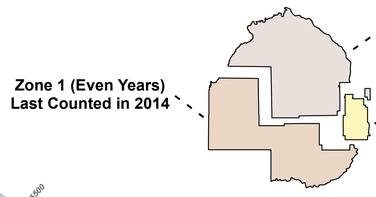
2. Traffic volumes on the County Highway System within the City of Minneapolis were furnished by the Traffic Engineering Division, Minneapolis Department of Public Works. Minneapolis follows the same alternating year schedule as Hennepin County. If a count is not current, the prior count is indicated by *red underlined italics*. For further information or updates, call the City at (612) 673-5750

3. Traffic volumes for Interstate, U.S., and State Trunk Highways were furnished by the Minnesota Department of Transportation. All are 2014 counts. Call MN/DOT at (651) 366-3856 for further information. Note: MnDOT counts are shown in ***bold italics***.

4. Except as noted above, for further information about traffic volumes on the County Highway System contact the Hennepin County Transportation Department at (612) 596-0240

Traffic Flow

Volumes represent Annual Average Daily Traffic (A.A.D.T.)



Hennepin County
Transportation Department

Road Functional Classification

- Interstate
- U.S. Highway
- State Highway
- County State Aid Highway (CSAH)
- County Road

Traffic Count Stations

- Hennepin County Regular Station
- Major / ATR
- Minneapolis Regular Station
- Minneapolis Core

Produced by Hennepin County Transportation Department

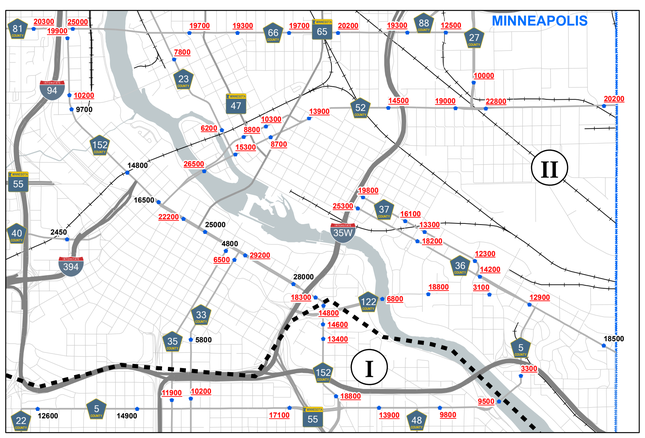
Published 6/14/2016

ROGERS
DAYTON
CHAMPLIN
HANOVER
CORCORAN
GREENFIELD
ROCKFORD
INDEPENDENCE
LORETTO
MEDINA
MAPLE PLAIN
ORONO
LONG LAKE
MAPLE GROVE
OSSEO
BROOKLYN PARK
BROOKLYN CENTER
CRYSTAL
NEW HOPE
PLYMOUTH
ROBBINSDALE
ST. ANTHONY
MEDICINE LAKE
GOLDEN VALLEY
WAYZATA
ST. LOUIS PARK
WOODLAND
SPRING PARK
MINNETONKA BEACH
MINNETRISTA
MOUND
DEEPHAVEN
MINNETONKA
HOPKINS
EDINA
TONKA BAY
GREENWOOD
SHOREWOOD
EXCELSIOR
ST. BONIFACIUS
CHANHASSEN
EDEN PRAIRIE
BLOOMINGTON
RICHFIELD
MINNEAPOLIS
MSP INTL. AIRPORT
FT. SNELLING TERR.

I
II

SEE INSET

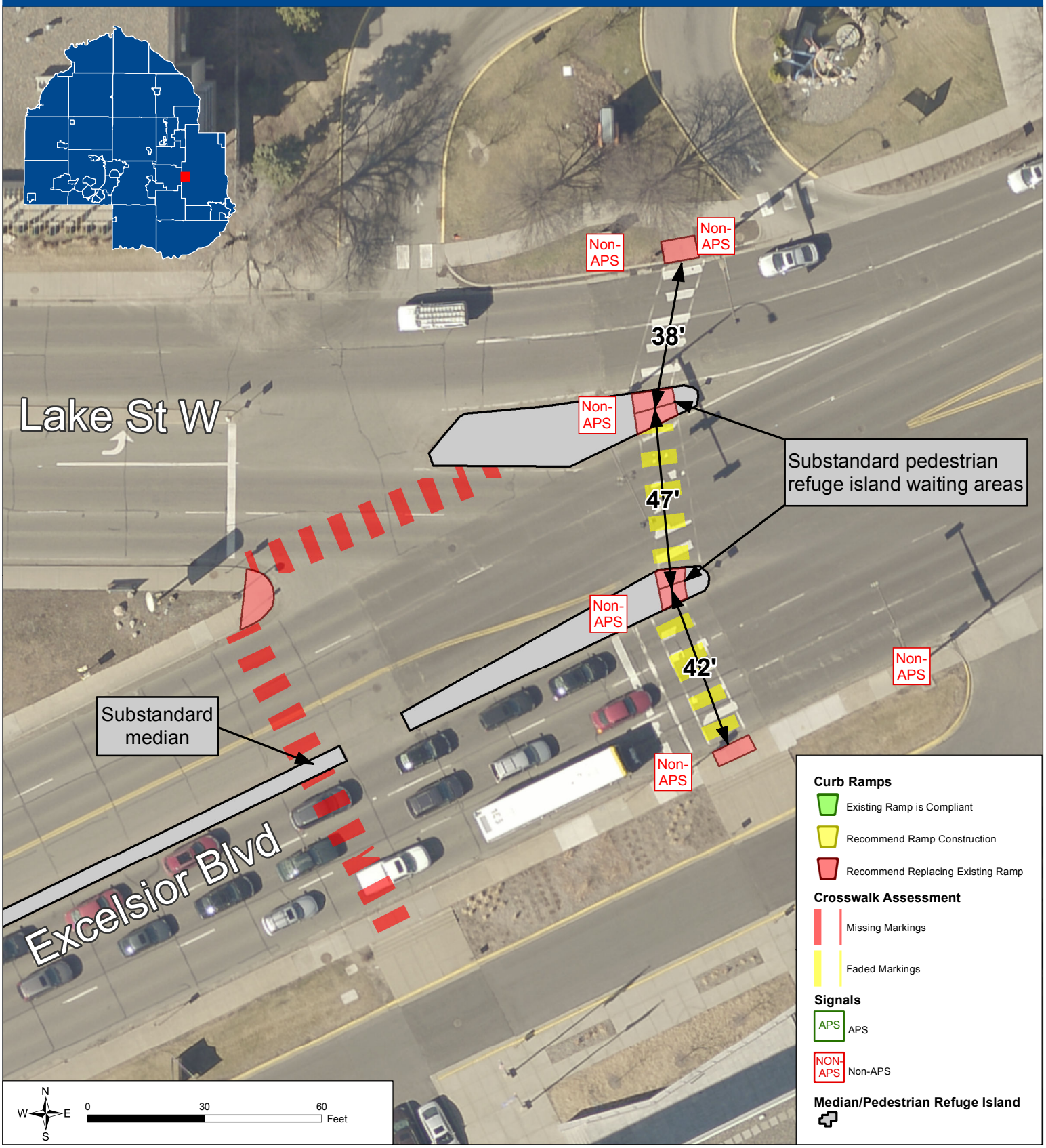
Minneapolis Downtown



0 1.25 2.5 5 MILES

Lake Street West (CSAH 25) and Excelsior Boulevard (CSAH 3) Intersection

Existing Pedestrian Amenities



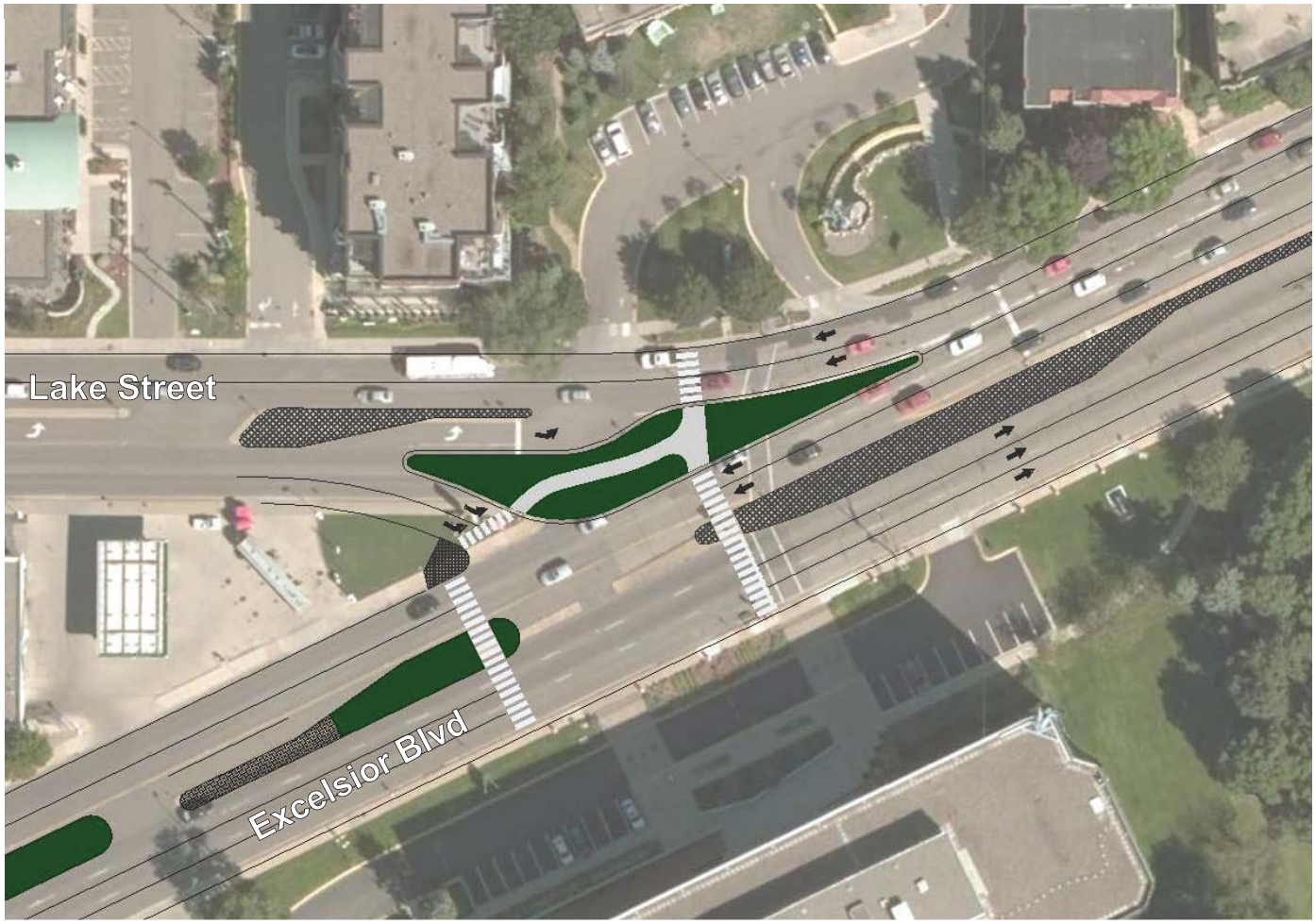
Regional Solicitation

Map version date: 07/11/2016

Data source: Hennepin County

Hennepin County Public Works

FIGURE 5-8
RECOMMENDATION 29A – INTERSECTION OF EXCELSIOR BLVD AND LAKE STREET



CMF / CRF Details

CMF ID: 5272

Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: Unknown

Category: Intersection traffic control

Study: *Evaluating pedestrian safety improvements*, Van Houten et al., 2012

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.3
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	70 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	

Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	
Municipality:	Detroit
State:	MI
Country:	
Type of Methodology Used:	Time series
Sample Size Used:	449 Sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-02-2013
Comments:	The study did not adjust the reduction in crashes at the treatment location based on the change in the comparison sites.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 4123

Install high-visibility crosswalk

Description: High-visibility crosswalks aim to increase awareness of pedestrians at intersections by using highly visible marking patterns. The markings used in this study included a series of longitudinal white stripes constructed from thermoplastic material.

Prior Condition: High visibility crosswalks aim to increase awareness of pedestrians at intersections by using highly visible marking patterns. High visibility crosswalks installed in NYC have a series of longitudinal white stripes that are constructed from thermoplastic materials.

Category: Pedestrians

Study: *The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience*, Li Chen, Cynthia Chen, and Reid Ewing, 2012

Star Quality Rating:	★★☆☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.6
Adjusted Standard Error:	

Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	40 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)

Intersection Geometry:	3-leg,4-leg
Traffic Control:	Not specified
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	New York City
State:	NY
Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size Used:	Crashes
Before Sample Size Used:	63 Crashes
After Sample Size Used:	15 Crashes

Other Details

Included in Highway Safety Manual?	No

Date Added to Clearinghouse:	
Comments:	The treatment group included both signalized and unsignalized intersections. The corresponding change in crashes in the comparison group was an 18 percent reduction in pedestrian-vehicle crashes. This could be used to adjust the treatment effect to account for other factors not related to the treatment.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

IDENTIFIED ISSUES MATRIX, CONTINUED

#	LOCATION	ISSUE
15	West Lake Station Area	Lack of designated route where there is demand to cross freight and LRT route, existing "goat paths"
16	Midtown/Kenilworth Trail Intersection	Dark intersection feels unsafe
17	East Calhoun Pkwy/Lagoon Intersection	Pedestrians cannot cross all legs
18	East Calhoun Pkwy between Lake and Lagoon	No sidewalk/trail where there is demand - existing "goat paths" along west side
19	East Calhoun Pkwy at Lake and Lagoon Intersections	Lack of pedestrian lighting across intersection and along "goat path"
20	East Calhoun Pkwy/Lake Intersection	Pedestrians cannot cross all legs
21	Excelsior and Lake - Between Thomas and Market Intersection	Safety, congestion
22	Lake/Dean Pkwy Intersection	Congestion related crashes, risk taking behavior, heavy pedestrian route, Nice Ride station
23	Lake/Dean Pkwy Intersection	Heavily traveled pedestrian crossings and lack of accommodation
24	Calhoun Commons/Market Plaza driveway	Several motorist conflict points on short Market Plaza segment, lack of storage for left turn movements
25	Market Plaza/Excelsior Intersection	Traffic queues extend beyond short eastbound left-turn lane (striped)
26	32nd Street east of Excelsior	Lack of designated bicycle and pedestrian route between station and Lake Calhoun

ISSUE 16

"Goat paths" show demand for pedestrian rail crossing.

ISSUE 19

Sidewalk gap at East Calhoun Parkway/Lake Street.

TABLE 4-1
NEAR TERM RECOMMENDATIONS

Near Term Recommendations

ID	Location	Improvement	Agency*	Estimated Cost**
B	6 Signalized Intersections in Study Area: Lake/Dean Pkwy (see details in 16 and 17), Lagoon/E Calhoun Pkwy (see details in 18a), Lake/E Calhoun Pkwy (see details in 18b), Excelsior/France (see 21), Lake/Excelsior (see details in 29a), Lake/Thomas (see details in 33a-c)	Enhanced crosswalk markings, countdown timers where not present, consider signal timing that allows pedestrians to begin crossing the street before cars are allowed to cross, ADA/audible push buttons, Directional pedestrian ramps and curb modifications as necessary	MPLS/HC	$399,000 (all intersection improvements)
10a	31st/Chowen/32nd Loop	Design Chowen Avenue and 32nd Street with expanded path to include bike facility to provide access from station to Lake Calhoun. Two-way shared use path along inside of the Chowen/32nd loop.	MPLS	$129,000
10b	32nd Street east of Excelsior	Design street to include bike facility to provide access from 32nd Street to Lake Calhoun. EB Counterflow Bicycle Lane and WB Bike Boulevard	MPLS	$12,000
10c	32nd/Excelsior Intersection	Bicycle and pedestrian crossing treatments - colored pavement markings and two-stage queue boxes to facilitate the route between the LRT station and Lake Calhoun, curb extensions	HC/ MPLS	$40,000
10d	32nd/W Calhoun Pkwy Intersection	Bicycle and pedestrian route crossing treatments of Pkwy (colored pavement markings, raised intersection, signing, design elements) to serve as the main bicycle entrance to Lake Calhoun from the west. Wayfinding signing.	MPLS/ MPRB	$35,000
11	West Lake Station	Trail pull-off (additional pavement) at wayside/rest area near station	MT/HC/ TR	$2,000
12	West Lake Station	Bike parking near station (secured $120k, unsecured $10k) *ROW NEEDED not included in cost and location not identified	MT/HC	$130,000
13	Drew/Lake	Extend median nose through crosswalk for improved buffer for pedestrian crossing	HC/ MPLS	$2,000
14	Market Plaza/Excelsior Intersection	Extend eastbound left turn lane striping to serve demand volume in the lane	HC/ MPLS	$2,000
15	Lake - Between Thomas and Market Intersection	Implement directional signage for Lake/Excelsior split (mast arm)	HC/MPLS	$30,000
16	Lake/Dean Pkwy Intersection	Traffic signal timing improvements and consider no turns on red northbound and southbound	MPLS	$20,000

*Listed agencies are assumed partners for identified improvement.
**Estimated costs include 30% contingency in 2015 dollars without engineering fees.
MPLS = Minneapolis MT = Metro Transit HC = Hennepin County TR = Three Rivers Park Dist. MPPB = Minneapolis Park and Recreation Board

LONG TERM RECOMMENDATIONS, CONTINUED

ID	Location	Improvement	Agency*	Estimated Cost**	
26a	Market Plaza through Calhoun Village	Trail connection through Calhoun Village parking lot along east side of drive aisle (requires coordination with private property).	MPLS	$97,000	$196,000
26b	Market Plaza/Lake Intersection	Improve intersection to accommodate trail along Market Plaza by relocating signal controller and adding trail crossing markings. Address curb radius in northeast quadrant.	MPLS/HC/ MPRB	$35,000	
26c	Market Plaza	Reconfigure the street to provide a shared use trail along the east side of the roadway.	MPLS	$54,000	
26d	Market Plaza/Excelsior Intersection	Improve intersection to accommodate potential trail on Market Plaza: trail crossing pavement markings.	HC/MPLS	$6,000	
26e	W. Calhoun Blvd	Design street to include bike facility to provide access from Excelsior Blvd to Lake Calhoun. NB Counterflow Bicycle Lane and SB Bike Boulevard	HC/MPLS	$4,000	
27	Area between Excelsior and Lake Calhoun	Construct off-street trail providing connection between Excelsior Boulevard and W. Lake Calhoun Parkway.	MPRB	$65,000	
28	32nd/Calhoun Blvd. Intersection	Realign W Calhoun Blvd Intersection to increase distance from Calhoun Pkwy	MPLS/ MPRB	$260,000	
29a	Lake/Excelsior Intersection	Reconfigure median to add pedestrian staging space, shorten crossings, and add gateway landscaping *ROW NEEDED (not included in cost)	HC/ MPLS	$909,000	
29b	Excelsior between Market Plaza and Lake Street	Reconstruct medians to clarify lanes and provide green space for landscaping	HC/MPLS	$109,000	
30	Excelsior and Lake - In coordination with improvements over time	If areas are redeveloped and projects occur, locate infrastructure outside sidewalk accessible path	HC/ MPLS	NA	
31	Excelsior and Lake - In coordination with improvements over time	If areas are redeveloped and projects occur, fill lighting gaps	HC/ MPLS	NA	
32a	Lake Street between Market Plaza and Dean Parkway	As projects and redevelopment occur, maximize sidewalk widths reallocating surplus widths from travel lanes	HC/ MPLS	NA	
32b	Excelsior Boulevard between West 32nd Street and Lake Street	As projects and redevelopment occur, maximize sidewalk widths reallocating surplus widths from travel lanes	HC/ MPLS	NA	

*Listed agencies are assumed partners for identified improvement.
**Estimated costs include 30% contingency in 2015 dollars without engineering fees.
MPLS = Minneapolis MT = Metro Transit HC = Hennepin County TR = Three Rivers Park Dist. MPPB = Minneapolis Park and Recreation Board

RECOMMENDATION 28 – ROADWAY REALIGNMENT

Intersection of West Calhoun Boulevard and 32Nd Street

Realign West Calhoun Boulevard to remove the skewed intersection approach to 32nd Street. This realignment, Recommendation 28, is illustrated in Figure 4-6 along with improvements to the nearby intersection of West 32nd Street with West Calhoun Parkway.

DISCUSSION & ANALYSIS

- Perpendicular intersections are easier to negotiate because the path of travel is clear and direct, and sight lines are good in all directions
- The realignment increases the distance between the West Calhoun Boulevard and West Calhoun Parkway intersections with West 32nd Street
- Closely spaced intersections can cause confusion with various turning vehicles and unclear turning destinations

IMPLEMENTATION CONSIDERATIONS

- Realignment of the roadway requires additional right-of-way from property in the northwest quadrant
- Coordination between the Minneapolis Park and Recreation Board and the City of Minneapolis is necessary

RECOMMENDATION 29 – INTERSECTION AND ROADWAY IMPROVEMENTS

Lake Street at Excelsior Boulevard and Excelsior Boulevard (From Market Plaza To Lake Street)

Reconfiguration of the Excelsior Boulevard and Lake Street intersection that includes:

- **29a –** Reconfigure the median at the intersection of West Lake Street and Excelsior Boulevard that realigns the eastbound West Lake Street lanes to create a more compact intersection area with enhanced crosswalks, using thermoplastic markings and continental design would be added to all approaches of the intersection. Extend the medians on Excelsior Boulevard to provide pedestrian refuge in the middle of the roadway.

- **29b –** Reconstruction of medians along Excelsior Boulevard between Market Plaza and Lake Street to provide better delineation of left turn lanes and convert excess turn lane length into median space.

FIGURE 5-8
RECOMMENDATION 29A – INTERSECTION OF EXCELSIOR BLVD AND LAKE STREET

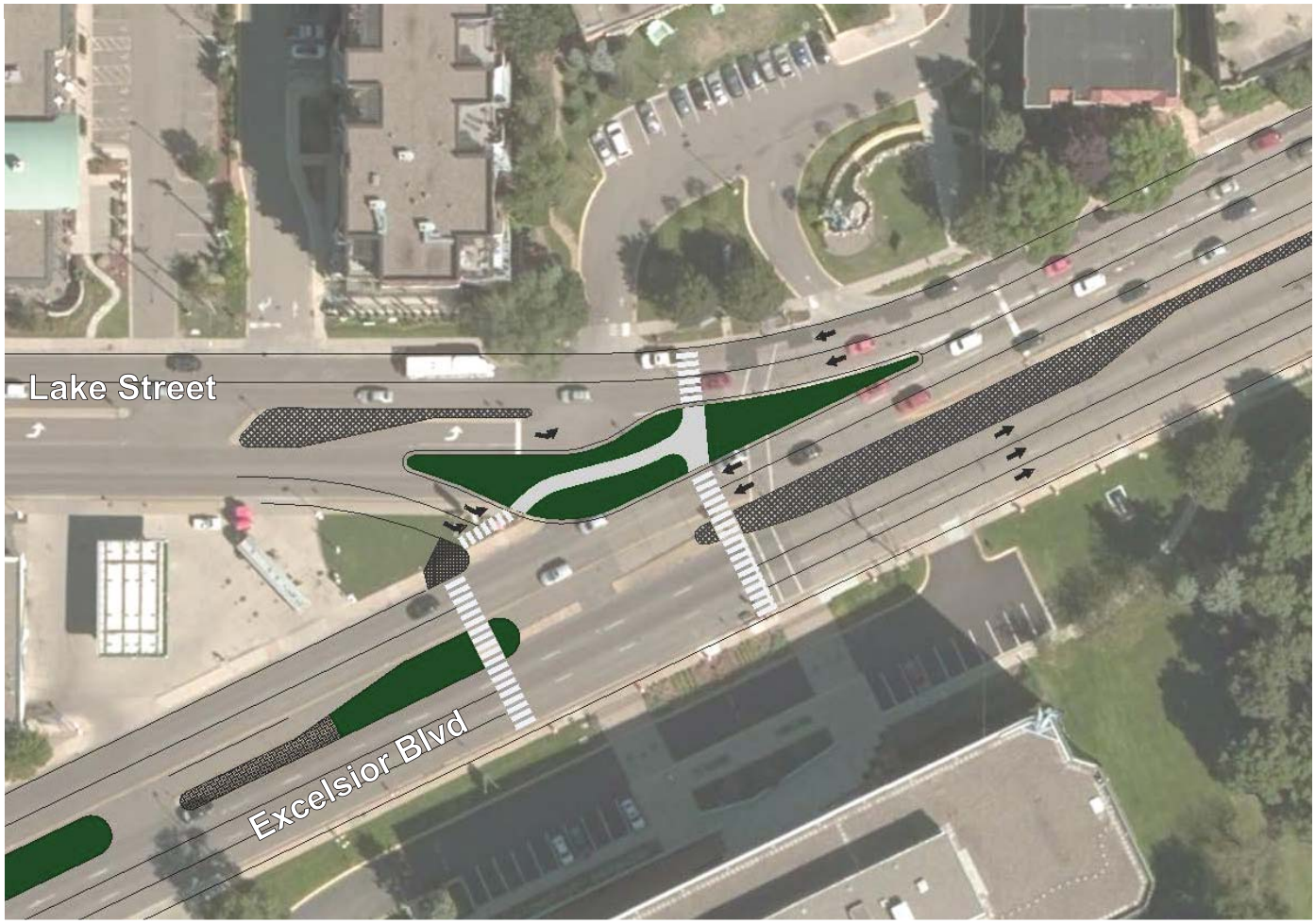


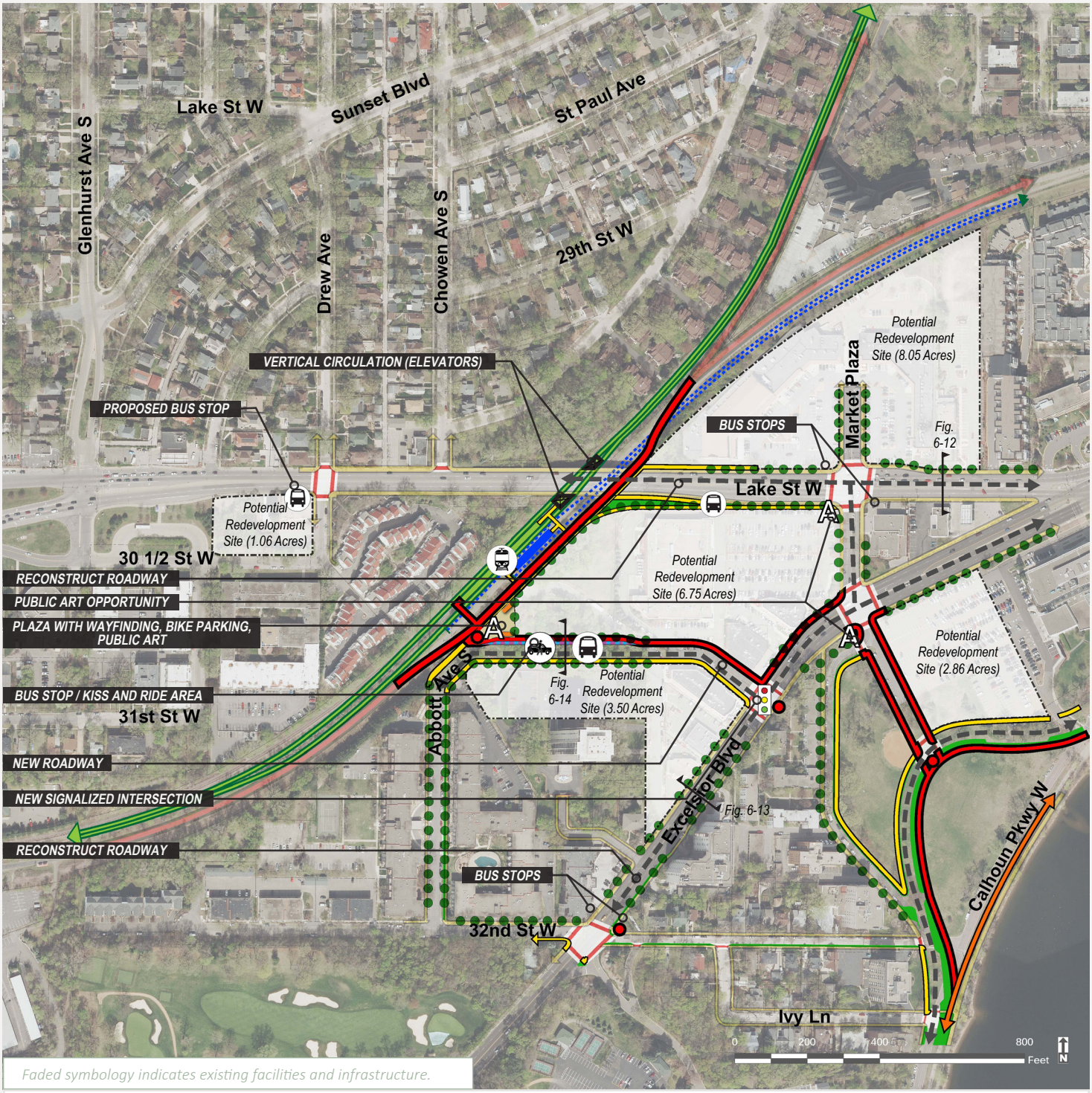
FIGURE 6-9. ACCESS + CIRCULATION PLAN

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

- LRT PLATFORM
- LRT LINE
- BUS STOP
- PARK AND RIDE
- FREIGHT LINE
- NEW ROADWAY
- KISS AND RIDE
- EXISTING WALKSHED
- EXISTING PEDESTRIAN CONNECTION
- EXISTING BIKE CONNECTION
- EXISTING MULTI USE CONNECTION
- FUTURE WALKSHED (WITH TSAAP IMPROVEMENTS)
- PROPOSED(DASHED) PEDESTRIAN CONNECTION
- PROPOSED(DASHED) BIKE CONNECTION
- PROPOSED(DASHED) MULTI USE CONNECTION

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.

FIGURE 6-10. STATION AREA IMPROVEMENTS



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

Development Potential

OVERVIEW

The West Lake Station area has strong redevelopment potential due to its favorable demographics, sense of place, and nearby amenities like the Midtown Greenway, Kenilworth Trail, Lake Calhoun, and Lake of the Isles. It has a high population base within the walkshed and high household incomes, both factors that favor development interest.

The success of the West Lake station area poses redevelopment challenges. Rental rates in the area are high, and finding underutilized properties that are valued low enough to make redevelopment financially feasible suggests that development potential will occur in a mid- to long-term period. Where land can be found, development potential could occur in the short-term. The Hennepin County-owned site near the station presents such an opportunity.

Traffic congestion in the station area is a reality that should be taken into account when designing site plans for future redevelopment.

LAND USES

The Midtown Greenway Land Use and Development Plan calls for transit-oriented development in the West Lake station area. Future land uses in the station area should consist of transit-supportive land uses, including high-density residential, office, and retail uses. While the area should remain a major retail center, as it redevelops, it should be built with principles of traditional urban form with more intense and mixed land uses.

PLANNING STRATEGIES

Several strategies should be addressed to facilitate future development in the station area. Existing roadway networks, grade separation, and limited sidewalks 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, transit-oriented development. Re-routing Abbott Avenue to Excelsior Blvd. and 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. Resolving vertical circulation issues on the Lake Street Bridge may also have an influence on development interest in the area.

FIGURE 6-16. POTENTIAL DEVELOPMENT SITES