

CSAH 40 (Glenwood Ave) ADA Retrofit Project

Attachment 01 | Project Summary

Project name

Accessibility improvements along Glenwood Avenue

City

Minneapolis

Commissioner district

2

Applicant

Hennepin County

Project category

Pedestrian

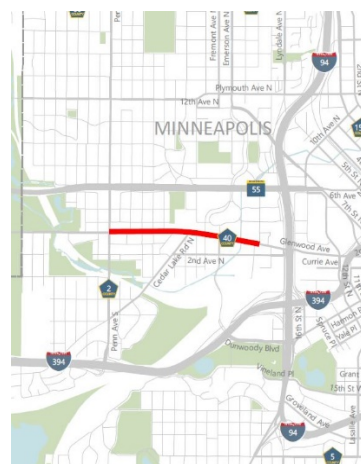
Scoping manager

Jason Pieper

Scoping form revision date

4/23/2020

Project location



Project summary

Retrofit of pedestrian ramps and signals to be fully compliant

Project description and benefits

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

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

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

Project timeline

Scoping: Q1 2020

Design: TBD

R/W Acquisition: TBD

Bid Advertisement: TBD

Construction: 2024

Project delivery responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project budget -

Planning Level

Construction: \$ 1,265,000

Cost estimate year: 2020

Construction year: 2024

Regional significance

Provides access to C Line arterial bus rapid

Provides access to future Blue Line LRT extension

Connects north Minneapolis to downtown

Links pedestrians to Theo Wirth Regional Park

Creates accessible connections in affordable area

Phillips Pedestrian Safety Improvements Project

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

Project Overview

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

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

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

Benefits

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

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

Requested federal amount: 1,000,000

Match amount: \$608,000

Total project cost: \$1,608,000



Project Area



Before Photo at Chicago Avenue and 28th Street

Project Schedule



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

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Program Coordinator, Minneapolis Public
Works
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Highway 41 Pedestrian Improvements in Historic Downtown Chaska



Project Location:

Highway 41 and 61 in
Historic Downtown Chaska



Federal Funds Request:

Federal Amount: **\$1,000,000**
Match Amount: \$754,000
Project Total: \$1,754,000
Match Percentage: 43%



Regional & Local Investments:

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

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

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

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

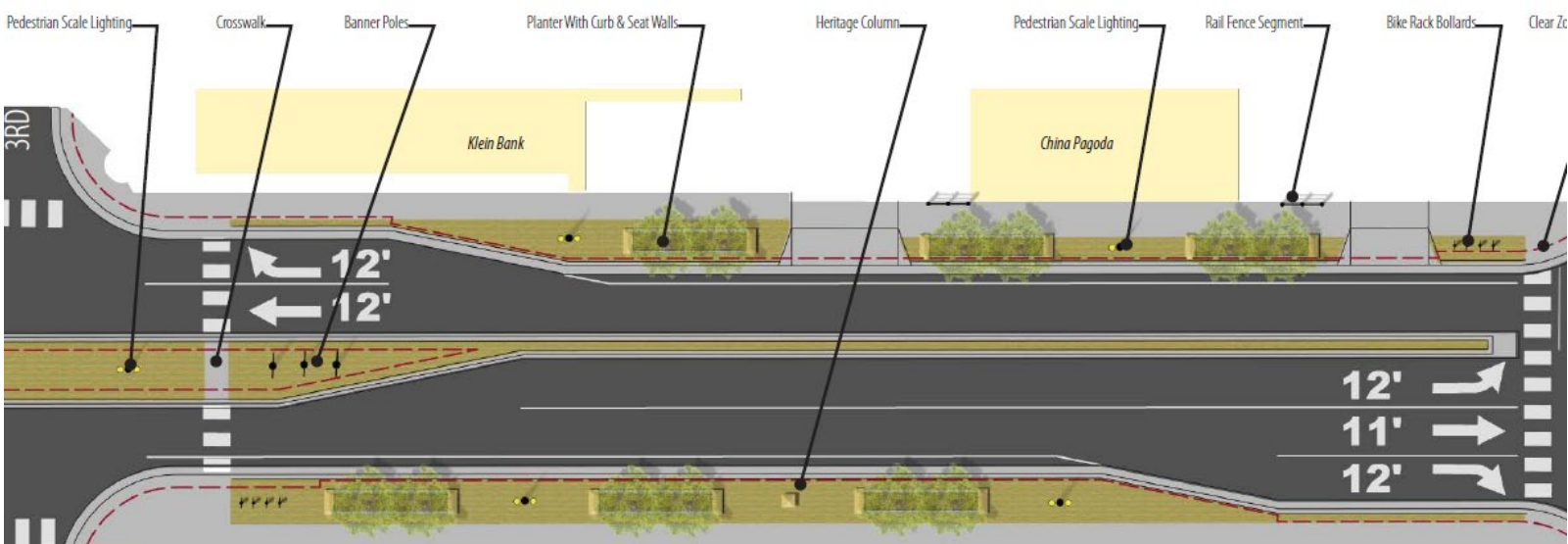
The Highway 41 Pedestrian Improvements Project will enhance the livability and streetscape environment along Historic Downtown Chaska's "Main Street" also functioning as Trunk Highway 41. This project is part of a larger Highway 41 Improvements Project that will address safety and mobility for all users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



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

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

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



Suburban Avenue & Burns Avenue Sidewalk Infill

Project Summary

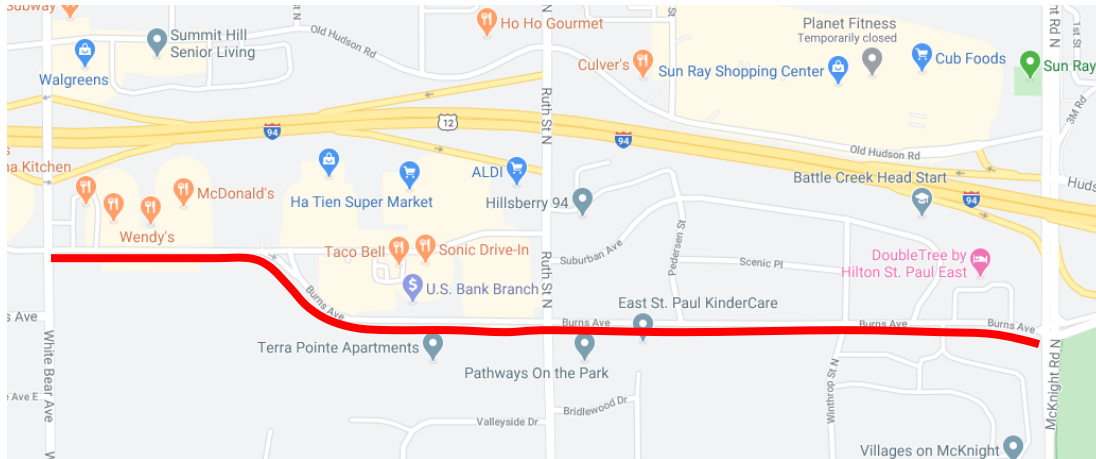
Applicant: City of Saint Paul

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

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

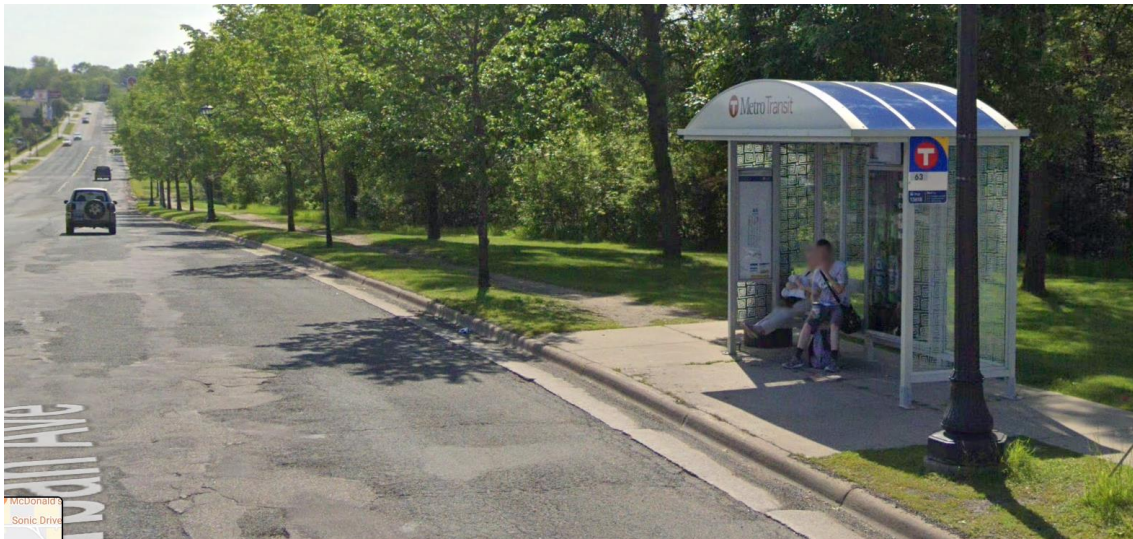
Cost: \$1,000,000 federal; \$250,000 local; \$1,250,000 total

Project Location:



Existing Conditions:

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





Inver Grove Heights ADA Ped Ramp Improvements

PEDESTRIAN FACILITIES

PROJECT DESCRIPTION



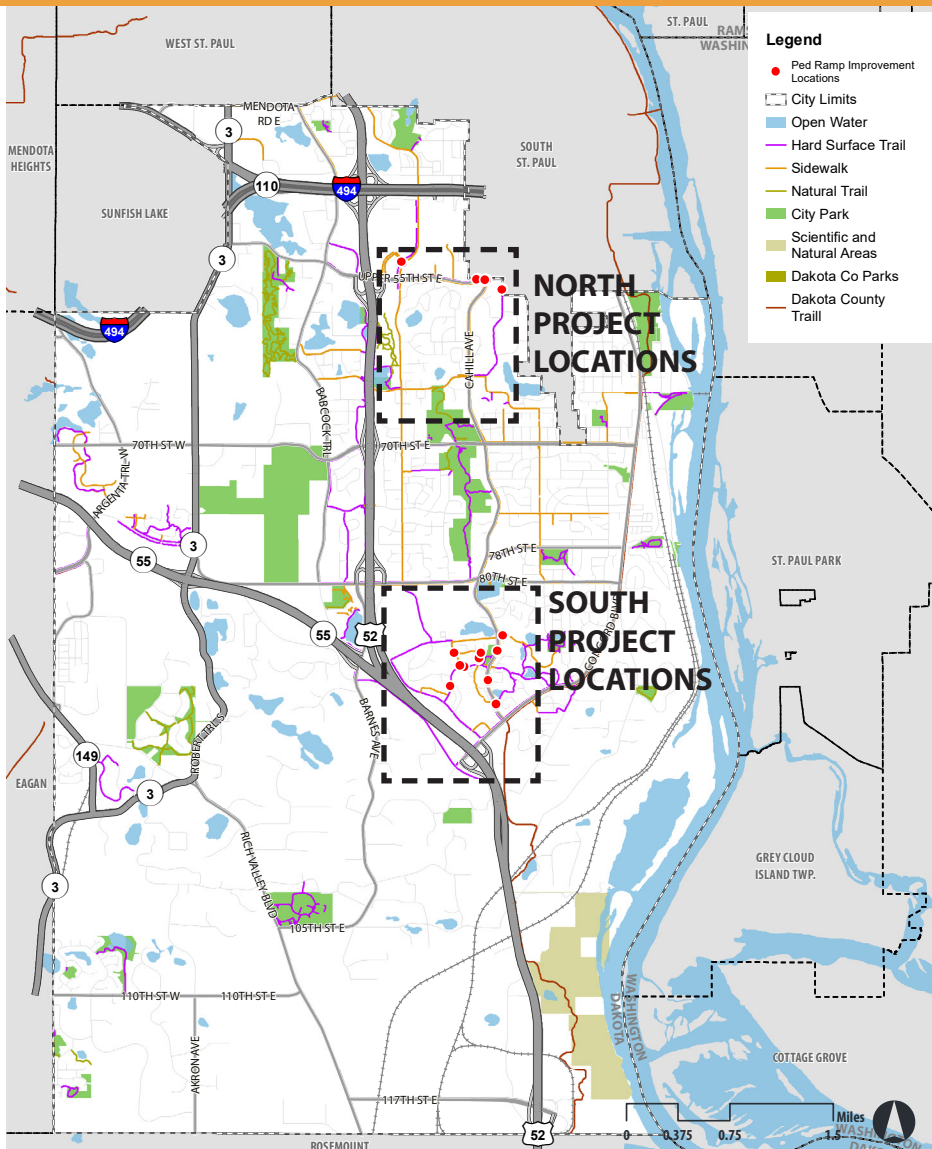
Project Location #18, example of existing pedestrian curb ramp in need of replacement to comply with ADA standards

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

Project Location: Inver Grove Heights

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

PROJECT AREA



Project Area

PROJECT BENEFITS

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

CSAH 12 Sidewalk Pedestrian Facilities



Project Location

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



Funding Request

Federal: \$ 256,800

Local Match: \$ 64,200

Project Total: \$ 321,000



Project Goals

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

Project Summary

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

Summary of Benefits

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

Adjacent Resources

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

