



Project Name:

Applicant: City of Mahtomedi

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

Total Project Cost: \$419,479

Requested Federal Amount: \$335,583

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

Project Description:

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

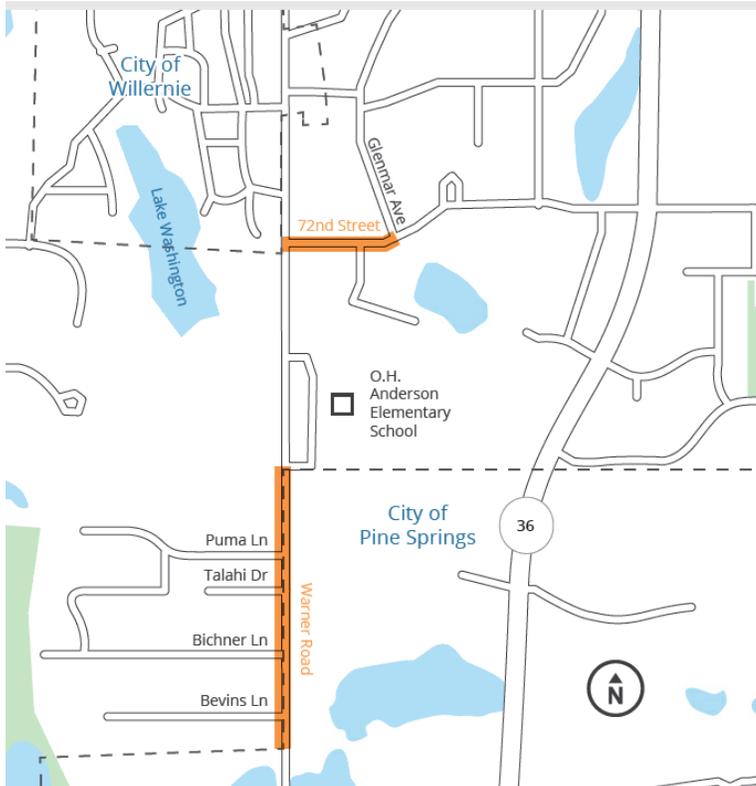
Key Project Benefits:

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

Key Connections:

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

Project Area:



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



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

Green Central Safe Routes to School Project

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

Project Overview

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

Improvements may include:

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

Benefits

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

Requested Federal Amount: \$1,000,000

Total Project Cost: \$1,991,000



Project Area



Existing Conditions on East 34th Street

Project Schedule



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

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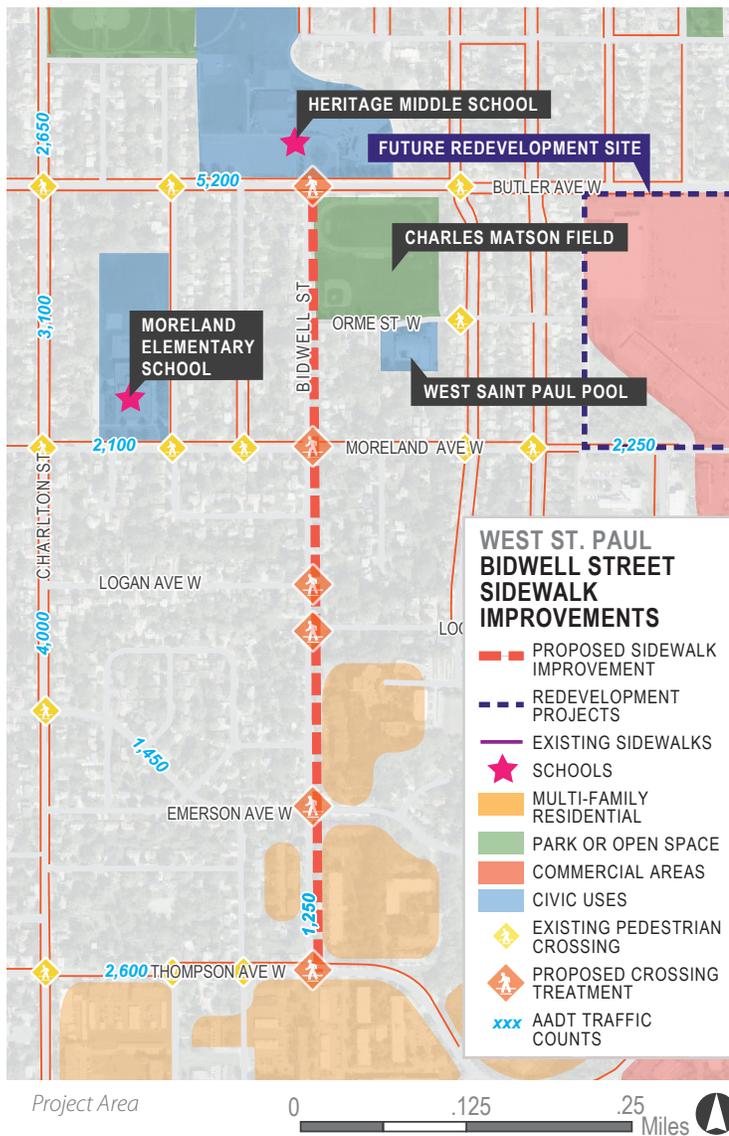


Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL

PROJECT DESCRIPTION

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



Project Location: West St. Paul

Requested Award Amount: \$640,000.00

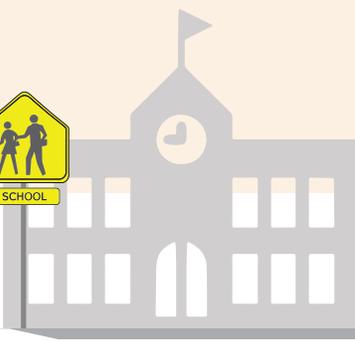
Total Project Cost: \$800,000.00



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

PROJECT BENEFITS

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





Bidwell Street Sidewalk Improvements

SAFE ROUTES TO SCHOOL



PROJECT IMAGES

Existing Site Conditions

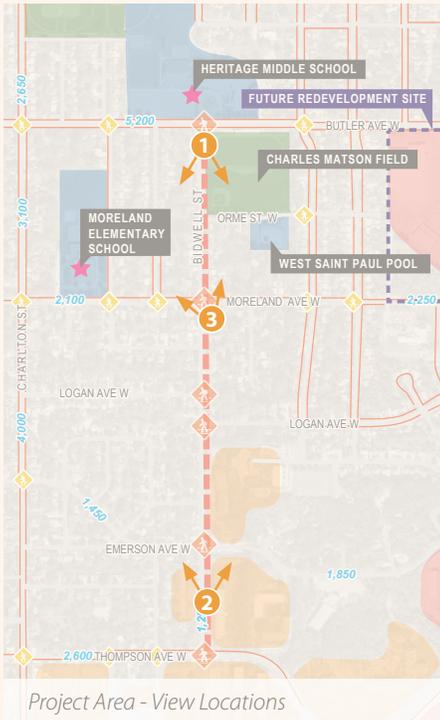


Photo: Google Street View

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



Photo: Google Street View

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



Photo: Google Street View

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



Crossroads Elementary Safe Routes to School

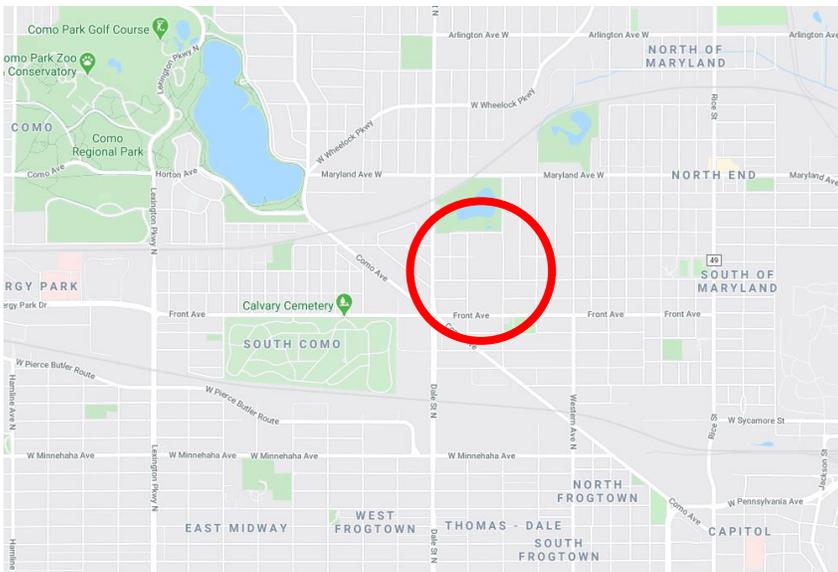
Project Summary

Applicant: City of Saint Paul

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

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

Project Location:



Existing Conditions:

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





MN 41 Safe Routes to School Pedestrian Underpass Project



Applicant, Location,

& Route: City of Chaska, Highway 41/Highway 10 intersection



Application

Category:

Safe Routes to School Infrastructure



Funding

Information:

Requested Award Amount: \$933,360

Local Match: \$233,340

Project Total: \$1,166,700



Match \$ Sources:

- City of Chaska
- Carver County

Project Description

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

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

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

Project Benefits

The proposed underpass at Hwy 41 would:

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



Columbia Heights Safe Routes to School 49th Avenue Area Improvements



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



Application Category: Safe Routes to School Infrastructure



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



Match \$ Sources:

- City of Columbia Heights

Project Description

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

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

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

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

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

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

Project Benefits

The proposed 49th Avenue Area Improvements would:

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

