



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities  
20475 - St. Louis Park- West end trail connection  
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 12/15/2023 2:47 PM

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### Primary Contact

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\*  
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952-924-2551 Phone Ext.

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**What Grant Programs are you most interested in?** Regional Solicitation - Unique Projects

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### Organization Information

**Name:** ST LOUIS PARK, CITY OF  
**Jurisdictional Agency (if different):**  
**Organization Type:** City  
**Organization Website:**  
**Address:** 5005 MINNETONKA BLVD

\*  
**County:** Hennepin  
**Phone:** ST LOUIS PARK City Minnesota State/Province 55416 Postal Code/Zip  
612-924-2551 Ext.

**Fax:**  
**PeopleSoft Vendor Number** 000004465A1

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### Project Information

**Project Name** St. Louis Park - West End Trail Connection  
**Primary County where the Project is Located** Hennepin  
**Cities or Townships where the Project is Located:** St. Louis Park  
**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)** The BNSF railroad splits the City of St. Louis Park. Today's lack of designated pedestrian and bicycle connections across the railroad creates significant mobility and access barriers throughout the City.

The West End Trail Connection project is part of St. Louis Park's initiatives to make transportation more equitable by improving pedestrian and bicycle mobility, especially for underserved populations. The project will reallocate existing infrastructure and construct a shared-use trail to provide multimodal connections between the City's northern and southern halves separated by the railroad. The proposed trail will travel along Service Drive Hwy 100 E, between Old Cedar Lake Rd and 26th St W (Reference Project Description attachment).

Currently, pedestrians and bicyclists in the area cannot access trails or key transit stops that are located on the opposite half of the railroad. The proposed project will provide access to nearby trails, including the North Cedar Lake Regional Trail (RBTN Tier 1 alignment), and trails along Cedar Lake Rd and along the east side of Quentin Ave S. The project will also improve access to the Metro Transit routes and stops located north and south of the railroad, including local routes 9 and 25, and express route 667. These transit routes offer local connections and serve as regional links connecting the Twin Cities' southeastern and northwestern suburbs.

The new facilities will promote comfortable and safe multimodal access across the railroad all times of day. The trail will include ADA accommodations, new LED street lighting, new pavement, and enhanced pedestrian crossings to ensure that residents of all abilities can access local destinations and transit stops. Enhanced multimodal facilities will encourage more residents to use non-motorized travel modes, which will reduce carbon emissions and improve the community's health.

These improvements together support the goals in MnDOT's Complete Streets Policy, St. Louis Park's Climate Action Plan, St. Louis Park's Complete Streets Resolution, St. Louis Park's Connect the Park Implementation Plan, St. Louis Park's Active Living Plan, and St. Louis Park's ADA Transition Plan.

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.** Construct 0.7 mile shared-use trail from Old Cedar Lake Rd to 26th St W along Service Drive Hwy 100 E.

*Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).*

**Project Length (Miles)** 0.7

*to the nearest one-tenth of a mile*

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## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$4,000,000.00

**Match Amount** \$1,000,000.00

*Minimum of 20% of project total*

**Project Total** \$5,000,000.00

*For transit projects, the total cost for the application is total cost minus fare revenues.*

**Match Percentage** 20.0%

*Minimum of 20%*

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

**Source of Match Funds** Local Funds

*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:

2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

**Additional Program Years:**

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

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## Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

### Location

County, City, or Lead Agency

St. Louis Park

Name of Trail/Ped Facility:

West End Trail Connection

(example: CEDAR LAKE TRAIL)

**IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:**

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Service Drive Hwy 100 E.

(Example: 1st ST., Main Ave.)

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

From:

Road System

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

Old Cedar Lake Road

(Example: 1st ST., Main Ave.)

To:

Road System

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

Road/Route No.

(Example: 53 for CSAH 53)

Name of Road

26th Street W.

(Example: 1st ST., Main Ave.)

In the City/Cities of:

St. Louis Park

(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:**

Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

In the City/Cities of:

(List all cities within project limits)

**Primary Types of Work (Check all that apply)**

Multi-Use Trail

Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk

Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items)

RRFB

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed	55416
<u>Approximate Begin Construction Date (MOYR)</u>	05/01/2028
<u>Approximate End Construction Date (MOYR)</u>	11/30/2028
Miles of Pedestrian Facility/Trail (nearest 0.1 miles):	0.7
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	Yes

## 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 (2018), the 2040 Regional Parks Policy Plan (2018), 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 goals, objectives, and strategies that relate to the project.

Briefly list the goals, objectives, strategies, and associated pages: \* Goal B: Safety and Security (p. 2.5), Objective A, Strategies B1, B2, and B6

\* Goal C: Access to Destinations (p. 2.10), Objective A, D, and E, Strategies C1, C2, C4, C15, C16, and C17

\* Goal D: Competitive Economy (p. 2.26), Objectives A and B, Strategies D1, D3, and D4

\* Goal E: Healthy and Equitable Communities (p. 30), Objectives A, B, C, and D, Strategies E1, E2, E3, E4, E5, E6, and E7

\* Goal F: Leveraging Transportation Investments to Guide Land Use (p. 2.35), Objectives A and C, Strategies F1, F2, F5, and F6

(Limit 2,800 characters; approximately 400 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: Unique projects are exempt from this qualifying requirement because of their innovative nature. \* City of St. Louis Park Comprehensive Plan (2019): Three of the City's Comprehensive Plan's Livable Community Principles focus on building a multimodal network. The Livable Community Principles will be achieved by intentional land use patterns, density, and neighborhood planning. The Comprehensive Plan highlights the railroad as a major north-to-south connectivity barrier for pedestrians and bicyclists. - p. I, 1, 39, 108, 110, 111, 205, 206, 207, 215, 219, and 224 (see attachment).

\* City of St. Louis Park ADA Transition Plan (2018): Plan highlights City's intentional commitment to building facilities that are accessible to persons of all abilities - p. 1, 2, and 3 (see link)

\* City of St. Louis Park Complete Streets Resolution/Policy (2013): p. 1 to 5 (see attachment).

\* City of St. Louis Park Climate Action Plan (2018): p. 29 (see attachment).

\* Hennepin County Mobility 2040 Plan (2019): p. 4, 5, 6, 15 to 18, 20, 23, and 34 (see attachment).

(Limit 2,800 characters; approximately 400 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 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

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

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$2,000,000

**Safe Routes to School:** \$250,000 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

**The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.** Yes

**Date plan completed:** 07/02/2018

**Link to plan:** <https://www.stlouisparkmn.gov/home/showdocument?id=10499>

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.**

**Date self-evaluation completed:**

**Link to plan:**

**Upload plan or self-evaluation if there is no link**

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. 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

13. 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

14. 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

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## 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.**

[Upload Agreement PDF](#)

**Check the box to indicate that the project is not in active railroad right-of-way.** Yes

**Multiuse Trails and Bicycle Facilities projects only:**

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

**Safe Routes to School projects only:**

4. 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.**

5. 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.**

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$255,150.00
Removals (approx. 5% of total cost)	\$255,150.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$256,500.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$340,200.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$645,300.00
Traffic Control	\$198,450.00
Striping	\$99,500.00
Signing	\$33,750.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$178,200.00
Bridge	\$1,290,600.00
Retaining Walls	\$67,500.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,620,300.00</b>

### Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$395,550.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$14,850.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$121,500.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$847,800.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,379,700.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

### Transit Operating Costs

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

### PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

**Response:** The elements that are eligible to receive PROTECT funds include the stormwater treatment, portions of the concrete items, turf, roadway elements, and utility improvements.

### Totals

Total Cost	\$5,000,000.00
Construction Cost Total	\$5,000,000.00
Transit Operating Cost Total	\$0.00

### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment Yes

OR

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

Upload Map

1702586847307\_03-01-SLPWestSideTrailConnection\_Project to RBTN Orientation\_Dec2023.pdf

Please upload attachment in PDF form

### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 32373

Existing Employment Within One Mile (Integer Only) 29286

Upload the "Population Summary" map

1702586919221\_03-02-SLPWestSideTrailConnection\_Population Employment Summary\_Dec2023.pdf

Please upload attachment in PDF form

### Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

**Response:**

The City of St. Louis Park has conducted community-wide engagement efforts over the past 15 years. Community input indicated a strong desire for a more interconnected multimodal network that provides local and regional access. The West End Trail Connection project area has been identified by the public as a location that lacks access and poses safety issues for pedestrians and bicyclists. These issues disproportionately impact disadvantaged community members, especially people of color, low-income households, zero-vehicle households, youth, seniors, persons with disabilities, and transit riders.

The population within census tracts adjacent to the project area (within 0.5 miles) include: 24% identify as a person of color, 14% of the population are low-income, 7% are persons with a disability, 20% are youth, and 13% are seniors 65 years and up (reference EJ Screen Summary Report attachment).

As part of the 2007 Vision St. Louis Park, the City worked with a diverse range of community members to create an Active Living: Sidewalks and Trails Plan and Connect the Park initiative. Public input helped identify the need for the West End Trail Connection to create a more equitable transportation system that accommodates multiple travel modes.

In 2016 and 2017, the City underwent an updated visioning process, known as Vision 3.0. Thousands of residents participated and provided input in St. Louis Park's Vision 3.0 community engagement process. The project used a wide range of engagement methods to reach a broad and diverse audience, especially underrepresented populations and groups that have been historically excluded from the decision-making process. Engagement tools included 38 community conversations facilitated by trained residents, which mirrored the City's diverse population. Additional activities included Facebook Live town hall meetings, a survey, questions of the week on social media, "Wish for St. Louis Park" chalkboards at 20 locations where diverse populations live and visit, and other events throughout the community. Overall, the participation in Vision 3.0 activities had a higher level of diversity among participants (32%) than the overall population of the city (21%).

In 2018, during the 2040 Comprehensive Plan's Phase 2 of community engagement, residents were asked to participate in an online survey and a mapping tool, called Social Pinpoint. Hundreds of residents from diverse backgrounds responded that they would like more multimodal facilities and identified the need to create a north-south connection over the railroad tracks (Reference Phase 2 Engagement Report attachment).

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

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## Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

**Response:**

The BNSF railroad splits the City of St. Louis Park. Today's lack of designated pedestrian and bicycle connections across the railroad creates significant mobility and access barriers throughout the City. These barriers disproportionately affect disadvantaged communities, including residents who identify as people of color, low-income households, people with disabilities, seniors, youth, and zero-vehicle households. The lack of pedestrian and bicycle facilities does not allow residents to access destinations safely and conveniently without a motorized vehicle across the railroad.

The West End Trail Connection project will build a shared-use trail along Service Drive Hwy 100 E. to connect pedestrians and bicyclists north-south across the railroad. The project will benefit disadvantaged groups by providing access to key destinations, such as employment, transit stops, places of worship, healthcare facilities, education, entertainment, and the greater regional network.

The project will also connect disadvantaged residents to nearby trails, including the North Cedar Lake Regional Trail (RBTN Tier 1 alignment), and trails along Cedar Lake Rd and along the east side of Quentin Ave S.

The project will improve access to the Metro Transit routes and stops located north and south of the railroad, including local routes 9 and 25, and express route 667. These transit routes offer local connections and also serve as regional links connecting the Twin Cities' southeastern and northwestern suburbs.

The West End Trail Connection project is part of St. Louis Park's initiatives to make transportation more equitable by improving pedestrian and bicycle mobility, especially for underserved populations. Improvements will promote comfortable and safe access across the railroad and to nearby trails during all times of day. Enhanced multimodal facilities will encourage more residents to use non-motorized travel modes, which will reduce carbon emissions and improve the community's health, especially for populations that lack access to comprehensive healthcare.

The project does not impose adverse human health or environmental effects on disadvantaged groups. Project construction will incorporate proper noise, dust, and traffic mitigation. The City's communications team will be responsible for addressing questions and concerns from residents who live in the area. The project team will develop safe detour routes and share maps and related information with residents.



## Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project?s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

### Response:

The project area includes many outlier homes with high household incomes that distort the median income and disguise the multimodal transportation needs of all residents. Many residents of affordable housing depend on walking, biking, and rolling to their destinations and transit.

Within a half mile of the project area, subsidized rental housing development locations include: The Quentin (8 units), Caraway (8 units), Central Park West (6 units), and Elan West End (5 units). Additionally, there are 462 naturally occurring affordable units: Colonial Terrace (54 units), Boulevard 100 (62 units), The Park at One Hundred (93 units), Courtyard Apartments (151 units), and Tamarind Housing (102 units).

These housing units are in areas with walk scores of 30, indicating that the area is car-dependent or forces residents into unsafe walking and rolling conditions. The project area is served by Metro Transit local routes 9 and 25, and express route 667. Low-income residents are unable to safely access transit stops located on opposite sides of the railroad tracks due to the lack of pedestrian and bicycle facilities connecting the north and south. This forces them to rely on motorized vehicles to meet their daily needs.

The West End Trail Connection project is part of the City's Connect the Park implementation plan to reallocate space in the existing right of way for active transportation uses, improve safety and mobility, enhance the environment, and contribute to the public realm. The West End Trail Connection project will promote community cohesion for residents of affordable housing. The project will provide a vital north-south connection that offers multimodal access to transit stops, employment, groceries, retail, education, healthcare, public services and community centers, entertainment, and parks and recreation (Reference Equity Destinations and Pedestrian generator map). This connection is particularly significant for low-income households who lack access to a motorized vehicle.

ADA accommodations will ensure that low-income residents with limited mobility who rely on transit can access local stops. These improvements are key to maintaining consistent transit ridership in an area that offers access to retail destinations and employment centers.

The proposed trail will encourage more residents to use alternative travel methods, reduce vehicle miles traveled (VMT) and carbon emissions, and improve air quality. Improvements will provide a range of accessibility and health benefits for all residents, especially low-income residents.

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

---

## Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:



Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area): Yes

Upload the 'Socio-Economic Conditions' map used for this measure.

1702591480585\_03-06-SLPWestSideTrailConnection\_Socio-Economic Conditions\_Dec2023.pdf

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## Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

*PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.*

*Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.*

*Bike system gap improvements include the following:*

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*
- *Improving bikeability to better serve all ability and experience levels by:*
  - *Providing a safer, more protected on-street facility or off-road trail;*
  - *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*
  - *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

*Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).*

*Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction's bicycle facility.*

**Response:**

The North Cedar Lake Regional Trail (RBTN Tier 1 alignment), a very popular trail both locally and regionally, parallels the BNSF railroad tracks on the south side and runs underneath, TH 100. The BNSF railroad intersects TH 100, creating a significant north-south crossing barrier for bicyclists.

Currently, there are no designated bicycle facilities available at this location to travel north-south across the railroad. Based on 2019-2021 average StreetLight data, over 360 daily bicyclists travel within the project area without any dedicated bicycle facility. Additionally, 2019-2021 StreetLight data shows an average of 350 pedestrians per day during the summer months on the east side of TH 100, south of the railroad for Census Tract #022802. The trail and transit routes, located south of the railroad, are inaccessible to bicyclists and pedestrians located north of the railroad due to the lack of facilities. The nearest existing pedestrian and bicycle crossings of the railroad are approximately 0.75 miles to the west of TH 100 and 0.5 miles to the east.

The proposed West End Trail Connection project will build a 0.7 mile shared-use trail to fill the network gap. The connection will provide safe and accessible bicycle travel across the railroad.

The project will connect bicyclists to North Cedar Lake Regional Trail, as well as the recently constructed trails (north of the railroad) along Cedar Lake Rd and along the east side of Quentin Ave S. The project will improve the access to Metro Transit routes and stops located north and south of TH 100, including Route 25 (connecting to downtown Minneapolis and northern suburbs) and Express Route 667 (connecting Chanhassen to downtown Minneapolis). The Route 9 bus also serves the West End; however, due to the tracks and lack of a north-south connection, access to this service is currently not accessible for the 3,900 residents and 883 employees located south of the railroad tracks.

Existing street lighting will be replaced with new enhanced lighting systems to provide appropriate visibility for bicyclists at night, especially at crossing areas.

Improvements to the bicycle network will allow users to access commercial and employment areas, the regional transit and trail network, and other local destinations.

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

*PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings*

**DEFINITIONS:**

*Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the ?Regional Bicycle Barrier Crossing Improvement Areas? as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.*

*Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)*

**Tier 1** **Yes**  
*Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings*

**Tier 2**  
*Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments*

**Tier 3**  
*Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments*

**Non-tiered**  
*Crossings of non-tiered Regional Bicycle Barrier segments*

**No improvements**  
*No Improvements to barrier crossings*

*If the project improves multiple regional bicycle barriers, check box.*

---

**Measure B: Deficiencies corrected or safety problems addressed****Response:**

The proposed West End Trail Connection will extend along Service Drive Hwy 100 E. between Old Cedar Lake Rd and 26th St W. Along this segment of roadway, one bicycle-involved crash and zero pedestrian-involved crashes occurred across the years 2013-2022.

This bicycle-involved crash resulted in a possible injury at the intersection with Parkwoods Rd. Overall, the corridor experienced a total of 66 crashes involving pedestrians and vehicles over the most recent ten years. Please reference the attached crash listings for details. The intersection of Service Drive Hwy 100 E. and Old Cedar Lake Road is at the state's critical crash rate, and the Frontage Road at Barry Street exceeds the critical crash rate - indicating the intersection has sustained crash concerns, possibly related to the unique geometry of the intersections.

The project will include construction of 0.7 miles of new trail for bicycles and pedestrians to help the City meet the goal of providing critical north-south connections in facility gaps for pedestrians and bicyclists by reallocating space along the existing infrastructure. The project will improve the safety by removing barriers for active transportation and transit and to directly improve a high demand connection across the BNSF railroad near TH 100. By filling these critical gaps in facilities, pedestrians and bicyclists will be able to access their homes, schools, places of worship, transit, parks, and commercial areas easier and safer. The project will include important safety and accessibility design features such as ADA accommodations, new LED street lighting, enhanced pedestrian crossings, replacement of aging sidewalk, and modifications as needed to existing intersections to improve the mobility, comfort, and safety for non-motorized users.

The design will include proven traffic calming strategies such as raised medians, curb extensions, and streetscaping to manage vehicle speeds and further improve the safety and experience for non-motorized users. Additionally, the introduction of sidewalks has shown a reduction of 65-89% in pedestrian-related crashes along roadways (FHWA); studies have shown that shared paths can reduce bicycle-related crashes by 25% (CMF ID 9250).

This multiuse trail project will improve safety, visibility, and mobility for non-motorized users in a critical and complicated link crossing TH 100 and the BNSF railroad.

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

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**Measure A: Multimodal Elements**

**Response:**

Currently, there are no pedestrian and bicycle facilities available to provide north-south connections across the BNSF railroad. The proposed West End Trail Connection project will construct a two-way shared-use trail (approximately 0.7 miles in length), between Old Cedar Lake Rd and 26th St W., to fill the network gap. The trail will create a more interconnected multimodal network and provide safe and accessible pedestrian and bicycle travel across the railroad. The trail will be separated from motorized vehicle traffic to reduce conflict points and risk of crashes.

The project will connect pedestrians and bicyclists to nearby trail systems that provide local and regional connections, including the North Cedar Lake Regional Trail (RBTN Tier 1 alignment), as well as the recently constructed trails along Cedar Lake Rd and along the east side of Quentin Ave S. These trails provide travelers access to surrounding communities, including Minneapolis, Minnetonka, Hopkins, and Golden Valley.

Currently, residents cannot access transit stops located on the opposite side of the railroad tracks. The proposed trail will provide that north-south connection. Transit riders will be able to access transit routes located on either side of the railroad tracks and TH 100, including Route 9 (connecting Minnetonka to South Minneapolis), Route 25 (connecting to downtown Minneapolis and the northern suburbs), and Express Route 667 (connecting Chanhassen to downtown Minneapolis).

The proposed trail connection will encourage more residents to access nearby destinations by walking, rolling, and transit. Providing separated pedestrian and bicycle facilities will also support motorist vehicle travel. The proposed trail will reduce vehicle miles traveled (VMT) and traffic congestion since part of the local vehicle trips will be replaced by alternative travel methods via walking, biking, rolling, and transit.

The proposed trail will meet ADA guidelines to ensure access for travelers of all abilities. The project will also include important safety improvements such as new LED street lighting, enhanced pedestrian crossings, replacement of aging sidewalk, and modifications as needed to existing intersections to improve the mobility, comfort, and safety for non-motorized users.

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

[Upload Transit map](#)

1702593998060\_SLPWestSideTrailConnection\_TransitConnections\_Dec2023.pdf

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## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit 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 - Construction Projects

### 1. Public Involvement (20 Percent of Points)

*Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.*

**Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.** Yes

100%

**At least one meeting specific to this project with the general public has been used to help identify the project need.**

50%

**At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.**

50%

**No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.**

25%

**No outreach has led to the selection of this project.**

0%

*Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.*

**Response:**

The City of St. Louis Park has conducted community-wide visioning and engagement efforts over the past 15 years. Community input indicated a strong desire for a more interconnected multimodal network that provides local and regional access. The West End Trail Connection project area has been identified by the public as a location that lacks access and poses safety issues for pedestrian and bicyclists.

As part of the 2007 Vision St. Louis Park, the City worked with community members to create an Active Living: Sidewalks and Trails Plan and Connect the Park initiative. The West End Trail Connection was identified in those plans and was later approved by the City Council in 2013. Prior to council approval, the City conducted extensive outreach through social media, mailings, and public meetings to engage the public on why the plan was being proposed, what was included in the plan, and its physical impacts.

In 2016 and 2017, the City underwent an updated visioning process, known as Vision 3.0. More than 1,500 people in the community participated in St. Louis Park's Vision 3.0 community engagement process. Another 4,600 people provided comments and ideas for St. Louis Park's future. Community involvement activities included 38 community conversations about the future of St. Louis Park conducted by 65 specially trained resident facilitators, two in-person town hall meetings, two Facebook Live town hall meetings, a survey, questions of the week on social media, and "One Wish for St. Louis Park" chalkboards at 20 locations and events throughout the community. Residents highlighted the importance of safe and efficient pedestrian and bicycle access to key destinations throughout the City.

In 2018, during the 2040 Comprehensive Plan's Phase 2 of community engagement, residents were asked to participate in an online survey and mapping tool, called Social Pinpoint. Hundreds of residents responded that they would like more multimodal facilities and identified the need to create a north-south pedestrian and bicycle connection over the railroad tracks (Reference Phase 2 Engagement Report attachment). There was an emphasis on connections to the West End and North Cedar Lake Regional Trail (RBTN Tier 1 alignment). The West End commercial area was also identified by the Comprehensive Plan as being an area for low bicycling connectivity.

IN 2021 and 2022, the City engaged the neighborhoods east of TH 100 and south of the railroad as part of a street reconstruction project. Community engagement included public meetings, an online mapping tool, and in-person interactions. Input identified a desire to access the West End commercial area without a motorized vehicle. Residents requested a pedestrian and bicycle connection over the railroad tracks adjacent to TH100.

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

## **2. Layout (25 Percent of Points)**

*Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend;\* city and/or county limits; existing ROW, labeled; existing signals;\* and bridge numbers\*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;\* proposed signals;\* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. \*If applicable*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

100%

**A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.**

100%

**For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**

75%

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

Yes

25%

Layout has not been started

0%

Attach Layout

1702595362093\_West End Trail Connection.pdf

Please upload attachment in PDF form

Additional Attachments

1702595362064\_SLPWestSideTrailConnection\_Conceptual Layout Railroad Crossing Alternative.pdf

Please upload attachment in PDF form

### 3. Review of Section 106 Historic Resources (15 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%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

### 4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

Yes

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

### 5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$5,000,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$5,000,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

File Name	Description	File Size
01-01-SLPWestEndTrailConnection_Project Description Page_Dec2023.pdf	One Page Project Description	960 KB
02-01-SLPWestSideTrailConnection_SLP Comprehensive Plan 2040.pdf	Comprehensive Plan 2040	3.0 MB
02-03-SLPWestSideTrailConnection_SLP Complete Streets Resolution.pdf	Complete Streets Resolution	366 KB
02-04-SLPWestSideTrailConnection_Climate Action Plan.pdf	Climate Action Plan	188 KB
02-05-SLPWestSideTrailConnection_HennCounty 2040 Mobility Plan.pdf	Hennepin County 2040 Mobility Plan	612 KB
02-06-ADMIN Resolution 23-158 City Council-2023_12_04.pdf	City Council resolution of support	245 KB
03-04-SLPWestSideTrailConnection_2018 Phase 2 Engagement Report_Vision 3.pdf	2018 Phase 2 Engagement Report - Vision 3.0	1.5 MB
03-05-SLPWestSideTrailConnection_Equity Destinations and Pedestrian Generators_Dec2023.pdf	Equity Destinations and Pedestrian Generators	454 KB
03-07-SLPWestSideTrailConnection_CrashListings.pdf	Crash Listings	508 KB
LTR_2024_regional_solicitation_multiuse_trails_and_bicycle_facilities_application (1) (1).pdf	City Maintenance Letter	273 KB
SLPWestEndTrailConnection_EJ Screen Summary Report_Dec2023.pdf	EJ Screen Summary Report	1.2 MB
SLPWestSideTrailConnection_BNSF Trail Crossing Feasibility Study.pdf	BNSF Trail Crossing Feasibility Study	16.8 MB
SLPWestSideTrailConnection_Existing Photos_Dec2023.pdf	Existing Photos	1.4 MB

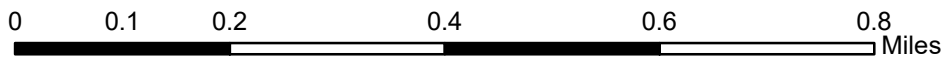


# Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: West End Trail Connection | Map ID: 1701798184587



- Project
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- RBTN Tier 2
- + + + Railroads
- RBTN Tier 1



Created: 12/5/2023  
LandscapeRSA6

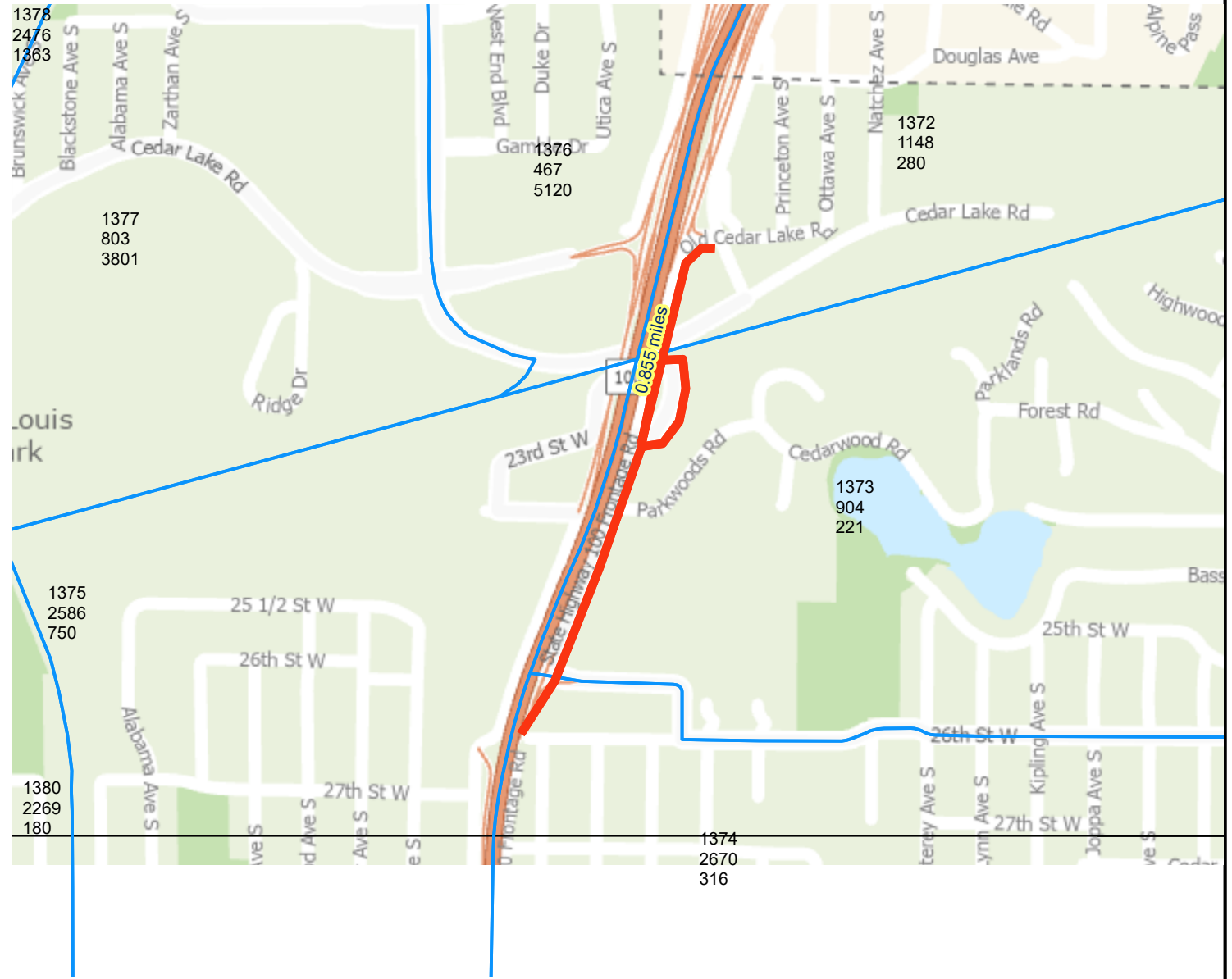


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/notice.aspx>



# Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: West End Trail Connection | Map ID: 1701798184587



## Results

Within ONE Mile of project:  
 Total Population: 32373  
 Total Employment: 29286

- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 12/5/2023  
 LandscapeRSA4



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























































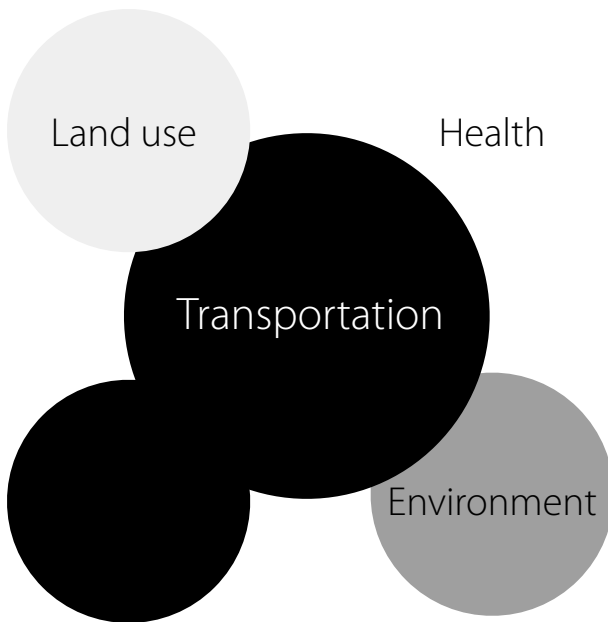


# Beyond Transportation

## Key supporting plans and initiatives

Through internal and external partnerships, Hennepin County uses multimodal transportation investments to leverage our investments in community and economic development, environment and natural resources, affordable housing, community health, and employment.

Leveraging investments to meet multiple goals maximizes our return on investment and moves us towards being a more prosperous, livable, connected, resilient and equitable county.



### Land Use

Transportation facilities and services have enormous effects on land use patterns. The form, function, and location of land use development affects the need for transportation facilities. This is a long-standing relationship evidenced by the history of railroad towns and automobile-oriented suburban development. Strong integration and collaboration between transportation and land use will enable us to better manage growth, improve the efficiency of travel, and contain infrastructure costs.

### Transit Oriented Development (TOD)

Established in 2003, the Hennepin County TOD program provides needed capital to housing and economic development projects along transit corridors. From 2003 to 2017, over \$36 million has been awarded, leveraging over \$1 billion in public and private investment.

### Community Works

Hennepin County Community Works partners with cities and other agencies, businesses, neighborhood organizations and residents to build the long-term value of communities, create and sustain great places, and make quality investments in redevelopment, transportation, public works infrastructure, parks, trails and the environment. Over \$89 million has been invested in Community Works program areas, leveraging \$883 million in public and private investment.

### Active Living

Active Living provides safe, desirable and convenient opportunities to integrate physical activity into daily routines through biking, walking or taking transit, while building healthier and safer communities. Since 2006, Hennepin County has been a national leader in developing an Active Living program. Success continues to grow through Active Living Hennepin County, a partnership with cities, community organizations and other agencies to address policy change through infrastructure planning, targeted workshops and supportive tools (model policies, guidelines, toolkits).

### Health in All Policies

Health in All Policies (HiAP) institutionalizes the consideration of health, eliminating disparities, and sustainability into decision-making across all sectors and at all levels to improve the health of communities and people.

### Natural Resources Strategic Plan

Hennepin County's natural resources strategic plan guides the county and its partners in responding to natural resource issues and developing internal and external policies, programs and partnerships that improve, protect and preserve natural resources.

# What We Heard

To inform development of the Hennepin County Comprehensive Plan and Mobility 2040, the county invited internal staff and observers of local and regional affairs, or “thought leaders” to share their thoughts and perspectives about the key issues and challenges facing the county. Between September 2016 and January 2017, four special meetings were devoted to panel discussions, or “idea forums” where participants were asked to share key issues and challenges facing Hennepin County over the next 10 to 20 years — as well as what they would recommend Hennepin County do to address these issues and challenges to remain successful. For more information, visit: [www.hennepin.us/your-government/projects-initiatives/comprehensive-plan](http://www.hennepin.us/your-government/projects-initiatives/comprehensive-plan)

# Goal: Improve safety, reliability and comfort for all transportation users

## Objectives

- Improve safety and comfort for all system users, especially the disabled, elderly and youth
- Safely integrate modes through design, education, and enforcement
- Reduce congestion and improve travel time predictability and reliability for all system users to ensure the on-time delivery of goods and most efficient use of time
- Reduce the transportation system's vulnerability to natural and man-made incidents and threats

## Supporting plans, programs, projects and partnerships

- County Roadway Safety Plan
- 2040 Bicycle Transportation Plan
- Pedestrian Plan
- Advanced Traffic Management System (ATMS)
- Capital Improvement Program (CIP)
- Travel Demand Management programs

## Performance Indicators

Indicator	Definition	Desired Trend	Baseline (2017)	Target (2040)
<b>Safety</b>				
	Crash rates (per million vehicle miles)	↓	3.35	1.68
<b>Reliability</b>				
	Hours to plow snow — Rural	→	4:19 hours	5 hours
	Hours to plow snow — Urban	→	4:30 hours	5 hours
	Average commute time (minutes)	↓	22.2	Below national average
<b>Congestion</b>				
	Volume to capacity ratio (all roadways)	↓	TBD	v/c < 1
	Intersection (county) level of service (LOS)	↑	TBD	LOS D or better

# Goal: Provide a affordable transportation choices and convenient access to destinations

## Objectives

- Expand multi-modal travel options for people of all ages and abilities to connect to jobs and other opportunities
- Operate our system to efficiently and cost-effectively connect people and freight to destinations
- Provide a transportation system that is affordable and available to all users, regardless of mode of choice, ability or economic status
- Create connectivity within and between transportation modes to improve mobility
- Reduce transportation costs, especially for people in areas of poverty

## Supporting plans, programs, projects and partnerships

Americans with Disabilities Act (ADA) Transition Plan  
 2040 Bicycle Transportation Plan  
 Pedestrian Plan  
 Sales and Use Transportation Tax Implementation Plan  
 Transit Oriented Development (TOD) Program  
 2040 Bicycle Transportation Plan  
 AHIF, HOME, CBDG  
 Hennepin County Consortium Consolidated Plan

## Performance Indicators

Indicator	Definition	Desired Trend	Baseline (2017)	Target (2040)
<b>Affordability</b>				
	Housing + Transportation Cost Index	→	44%	< 45%
<b>Choices</b>				
	Bike to work — percentage	↑	1.8% (2016)	3.4%
	Walk to work — percentage	↑	3.4% (2016)	5%
	Regional transit ridership	↑	27 million	Double
	Mode split (single occupant vehicles downtown Minneapolis)	↓	60%	< 60%
<b>Access</b>				
	Number of households within ½ mile of Blue and Green lines	↑	TBD	TBD

# Goal: Improve our transportation system to enhance quality of life, health, livability, and competitiveness

## Objectives

- Create healthy and livable communities by including pedestrian, bicycle, and transit facilities in roadway projects
- Strengthen the connection between land use planning and transportation to promote orderly growth and development
- Target our transportation investments to create opportunities for people to live active and healthy lifestyles
- Link transit, bicycle, pedestrian and road projects to housing, jobs and recreational opportunities
- Provide convenient, affordable access to destinations, especially for residents experiencing high transportation and housing cost burden
- Implement context-sensitive projects that respect cultural, historic and natural resources
- Use transportation investments to support broader county goals including growing our economy, reducing disparities, improving health, enhancing livability, and protecting the natural environment

## Supporting plans, programs, projects and partnerships

- Americans with Disabilities Act (ADA) Transition Plan
- 2040 Bicycle Transportation Plan
- Pedestrian Plan
- Sales and Use Transportation Tax Implementation Plan
- Transit Oriented Development (TOD)
- AHIF, HOME, CBDG
- Natural Resources Strategic Plan
- Complete Streets Policy
- Hennepin County Consortium Consolidated Plan

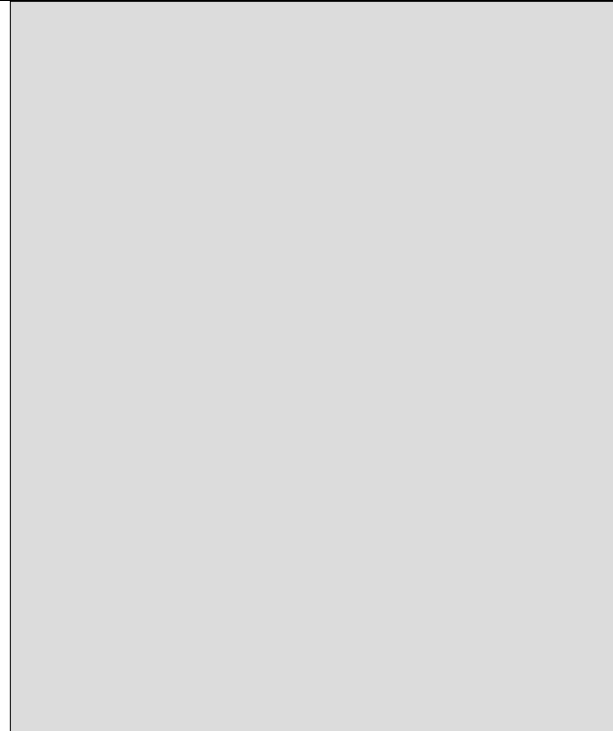
## Performance Indicators

Indicator	Definition	Desired Trend	Baseline (2017)	Target (2040)
<b>Quality of life/livability</b>				
	ADA pedestrian ramps in compliance	↑	53%	100%
<b>Health</b>				
	Number of miles of bicycle facilities built/year	↑	18	20
<b>Competitiveness</b>				
	Number of jobs	↑	920,000 (2020)	1.03 million (2040)

# Goal: Create a transportation system that protects and enhances the environment

## Objectives

- Reduce energy use and/or use alternative power to reduce emissions and benefit air and water quality
- Decrease the risk of flooding for facilities through location and adaptive design
- Minimize exposure to natural and man-made hazards
- Mitigate the negative stormwater impacts that degrade the region's valuable gray and green infrastructure
- Use transportation projects as opportunities to restore or improve natural resource features and habitat
- Promote the installation of stormwater BMPs, sustainable landscapes and improve the tree canopy in transportation corridors
- Explore and implement road salt reduction strategies
- Improve air quality by encouraging alternate modes of transportation and shorter commutes



## Supporting plans, programs, projects and partnerships

- Natural Resources Strategic Plan
- Sustainable Landscape Guidelines
- Cool County Initiative

## Performance Indicators

Indicator	Definition	Desired Trend	Baseline (2017)	Target (2040)
<b>Environment</b>				
	Wetland acres preserved/restored	↑	Under development	
	Roadway salt use	↓	Under development	
	Trees planted versus removed	↑	TBD	Planted > Removed
	National Ambient Air Quality Standards (NAAQS)	↑	Attained	Attainment
	Vehicle miles traveled (VMT)	↓	2.14 billion	2.06 billion (year 2000 level)

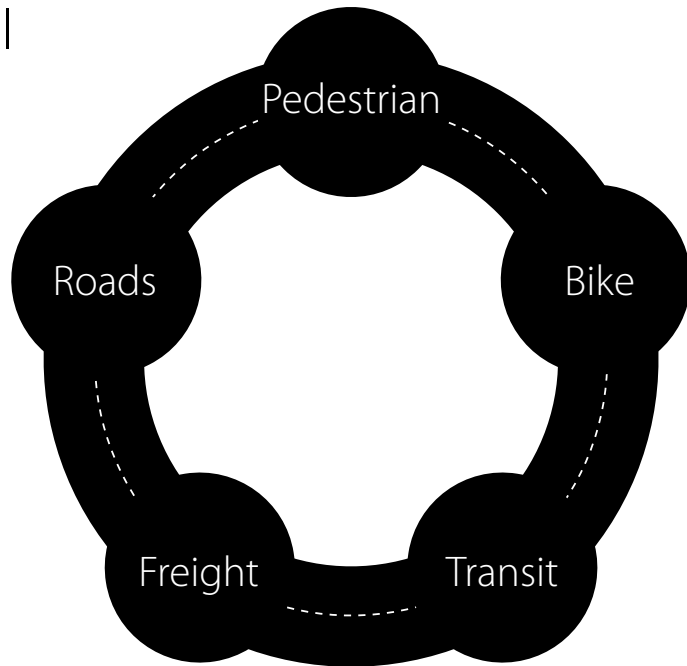


# Integrated and Multimodal

People and goods move easily and safely throughout the county and the region, via an integrated system of transportation.

The county collaborates with partners to provide an integrated multimodal transportation system that is designed, built, operated, and maintained in a manner that provides mobility options for a wide range of users, contributes to safe communities for all, promotes economic competitiveness, and helps to safeguard and enhance our natural resources and environment. We do this by:

- Delivering a multimodal transportation system that is integrated, connects people to places, and leverages other investments to maximize return on investment
- Maintaining and preserving infrastructure that facilitates the efficient movement of people, goods, and information
- Employing technology and innovation
- Coordinating with cities to support density and growth in the urban area and meet the diverse transportation needs of our residents and businesses
- Providing opportunities for people to make active transportation choices by increasing the convenience, accessibility, safety, and comfort of taking transit, walking and biking
- Providing transportation choices and modes that use less energy, produce fewer pollutants and reduce greenhouse gas emissions
- Monitoring and measuring performance to continuously improve our transportation system



## Role and Partners

Historically, the cities within Hennepin County have been primarily responsible for providing pedestrian facilities. Hennepin County has supported pedestrian movements by incorporating provisions into the design of county roadway facilities.

Often, individual cities within the county and Three Rivers Park District participate in the costs of new sidewalk and trail construction, and once constructed, these jurisdictions assume responsibility for the on-going maintenance and operation of these facilities.

<https://metro council.org/Transportation/Planning/Transportation-Behavior-Inventory.aspx>

## Plans, Programs and Initiatives

### Hennepin County Pedestrian Plan, 2016

The Hennepin County Pedestrian Plan, includes strategies that support walking and pedestrian movements through infrastructure, facilities, enforcement, education and evaluation.

Figure 4-01 illustrates the priority locations for future pedestrian infrastructure throughout Hennepin County.

### Americans with Disabilities Act (ADA) Transition Plan, 2015

We seek to make our roadways and pedestrian infrastructure more accessible to individuals with disabilities. In 2015, we developed a county-wide ADA Transition Plan, detailing how we will ensure that facilities are accessible to all individuals.

### ADA Accessible Ramps

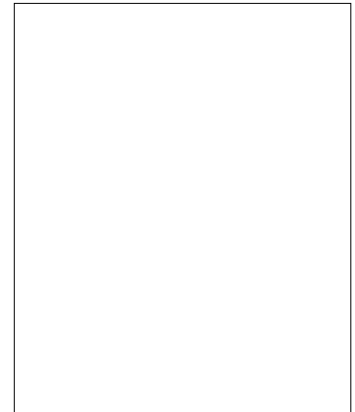
Our goal is to provide ADA-accessible pedestrian design features as part of all projects included in the capital improvement program (CIP) making it easier for persons of all ages and abilities to safely and efficiently use the pedestrian system as a means of transportation

## Traffic Signals

County traffic signals are being upgraded with accessible pedestrian signals that audibly and visibly communicate to pedestrians with "WALK" and "DON'T WALK" phases. The signal upgrades are scheduled based on priority and available funding in areas where improvements are needed.

## Complete Streets Policy

Hennepin County has adopted a Complete Streets policy that complements pedestrian movements and solidifies the County's commitment to develop and maintain a safe, efficient, balanced and environmentally sound county transportation system that supports the County's Active Living initiatives.



## Sidewalk Participation Program

The Sidewalk Participation Program was established in 2012 to expand and enhance the network of sidewalk along Hennepin County roads. Since the program began, 23 sidewalk projects at a total cost of \$1.1 million have been implemented.

## Southwest and Bottineau Community Works

Last mile connections, including sidewalks, were identified for implementation prior to open day of these transitway projects.

## Pedestrian Education

Hennepin County administers Heath@Work, Step To It, Safe Routes to School, and Active Living Hennepin County to support pedestrian activity and educate users of our system.



## Roads

*Safely and efficiently moving people, goods and information*

The Hennepin County roadway system, including bridges, is one of the most important public assets that the County owns and operates. The system includes, but is not limited to, items such as road rights of way, pavements, bridges, drainage features (culvert, pipes, ditches, ponds), traffic signal systems, and safety features (e.g., signage, guardrails).

Our roadway system is a multimodal network serving different transportation users including motorists, freight carriers, transit passengers, bicyclists and pedestrians. Roads and bridges connect these users to other transportation systems, such as transit networks, as well as state and city roadways. The efficiency and connectedness of a roadway system also plays a crucial role in economic development and growth and provides many important social benefits.

Figure 4-10 illustrates existing average annual daily traffic (AADT) volumes and heavy commercial truck volumes on the state highway and county highway systems.

## Role and Partners

Hennepin County is responsible for the planning, design, construction, maintenance and operations of the County State Aid Highway (CSAH) system and County Road system.

Key partners include the Federal Highway Administration (FHWA), the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, other counties, and cities and townships.

## Plans, Programs and Initiatives

### Metropolitan Council's Transportation Policy Plan (TPP)

The 2040 Transportation Policy Plan (TPP) presents the region's policies and plans to maintain and enhance existing transportation facilities, better connect people and communities, and provide more transportation choices that will make the region a better place to live.

The TPP includes identification of transit projects for implementation by 2040. The planned projects include a number of bus rapid transit (BRT) projects planned to be housed with county roadways, including Penn Avenue, Chicago Emerson-Fremont, W. Broadway Avenue, Nicollet Avenue, and Hennepin Avenue. This will require collaboration with Metro Transit to ensure that our county roadway design and operations can accommodate the proposed BRT projects.

### Complete Streets Policy

Hennepin County was the first Minnesota County to adopt a Complete Streets policy. Adopted in 2009, it solidifies the County's commitment to plan, design, and operate roads to enable safe access for all users of all ages and abilities. Complete Streets also support the county's Active Living initiatives.

### Hennepin County Capital Improvement Program (CIP)

The Hennepin County Five-Year Capital Improvement Program (CIP) identifies upcoming projects. The types of projects included in the plan are identified below.

## Resolution No. 23-158

### Supporting a grant application to the Metropolitan Council for the West End trail connection

**Whereas**, the Metropolitan Council coordinates applications and distributes Federal funds through the Regional Solicitation; and

**Whereas**, the City Council of St. Louis Park adopted the Connect the Park Initiative to add additional bikeways, sidewalks, and trails throughout the community; and

**Whereas**, St. Louis Park is committed to providing a variety of options for people to make their way around the city comfortably, safely and reliably; and

**Whereas**, the West End trail connection is a critical component of the Connect the Park Plan as it provides bicycle and pedestrian access across the BNSF railroad tracks for various neighborhoods in St. Louis Park to the North Cedar Lake Regional Trail, commercial, schools, places of worship, and transit; and

**Now therefore**, be it resolved that the City of St. Louis Park supports the Regional Solicitation application to the Metropolitan Council by the City of St. Louis Park for the West End trail connection and that the city council accepts the responsibility for an amount equal to or greater than 20 percent of the eligible project construction costs, together with costs for design, administration or other soft costs.

Reviewed for administration:

Adopted by the city council December 4, 2023

DocuSigned by:



C9DG89277EE04DB...

Kim Keller, city manager

DocuSigned by:



5332EE6777049438...

Jake Spano, mayor

Attest:

DocuSigned by:



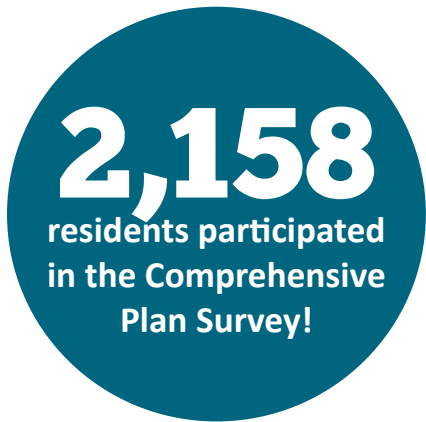
2EECF537CF5E0439...

Melissa Kennedy, city clerk

# Community Survey

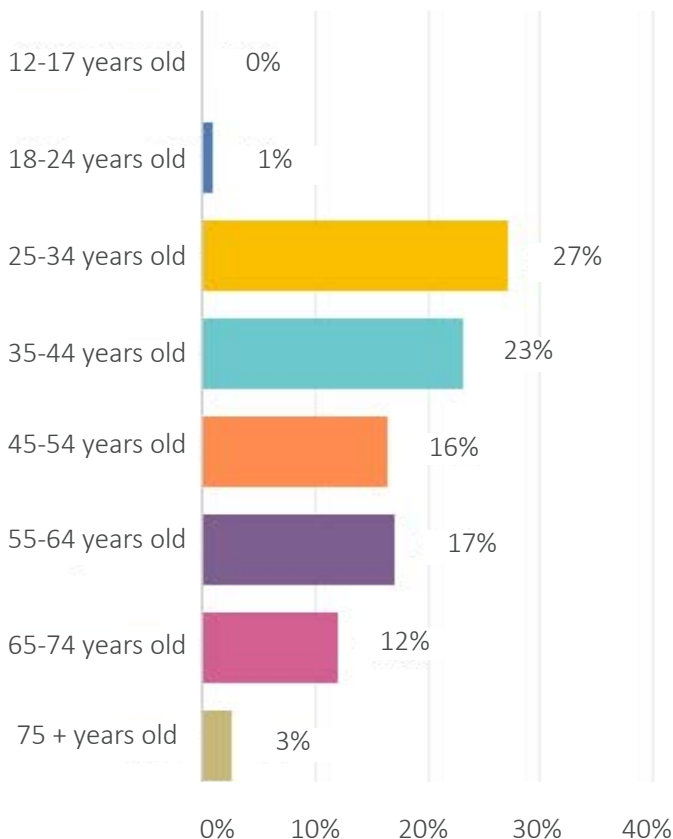
During Phase 2 of community engagement for the St. Louis Park 2040 Comprehensive Plan, residents were asked to participate in an online survey. Survey questions were framed to get a sense of how the community supports or does not support specific topics that are addressed in the draft 2040 Plan. Survey responses and participation statistics have been summarized on the following pages. It should be noted that results represent the number of responses given for each question and responses were not mandatory for any question.

## Community Participation (Demographics)

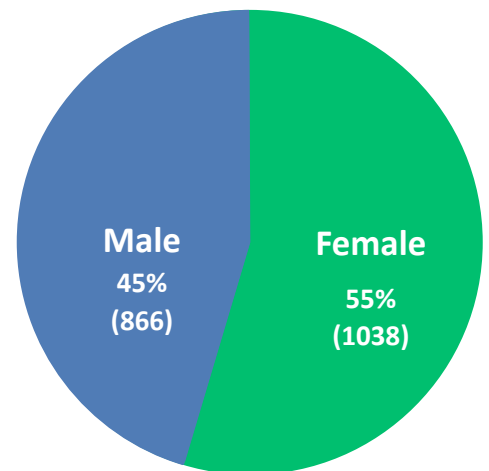


The St. Louis Park Comprehensive Plan Survey was launched online on May 14th, 2018 and closed on June 22nd, 2018. In this six-week period 2,158 survey responses were collected.

### Age of Participants

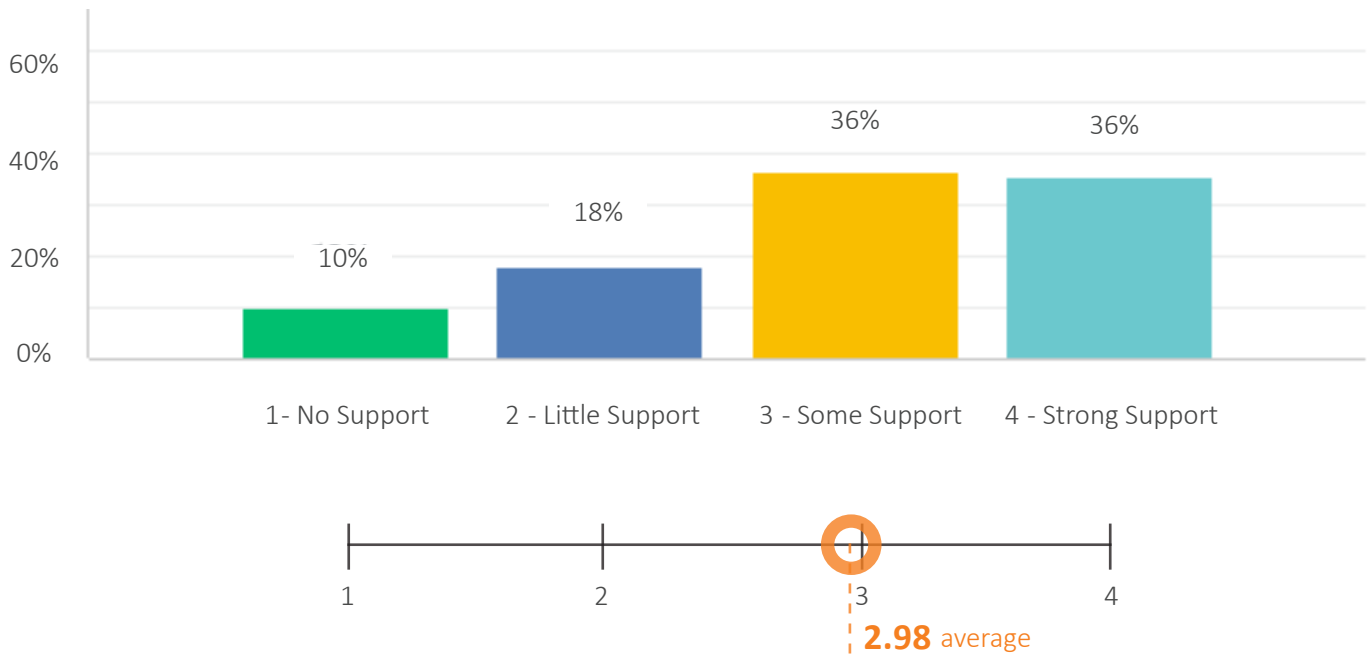


### Gender of Participants



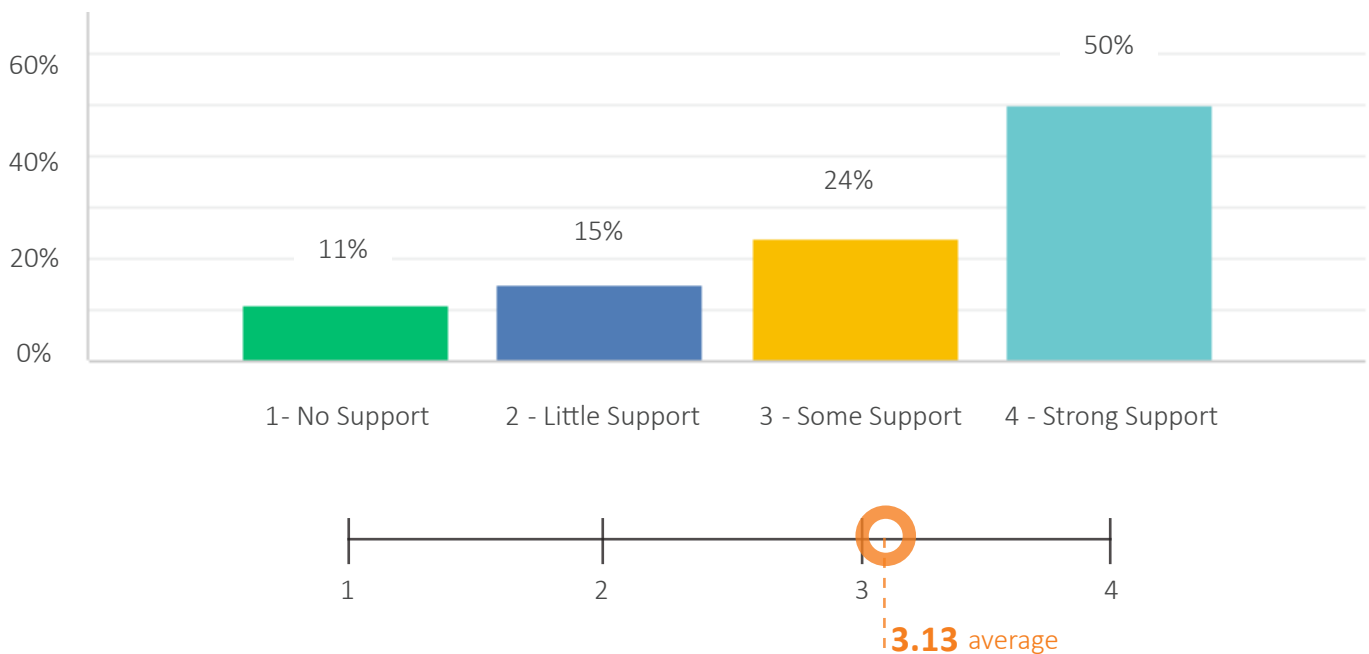
## Question 6: Commercial and Residential Uses in Neighborhood Buildings

Please indicate your level of support for the following statement: *Neighborhood buildings that contain a mix of commercial and residential uses should be allowed in existing neighborhood commercial areas, as well as along existing commercial streets.*



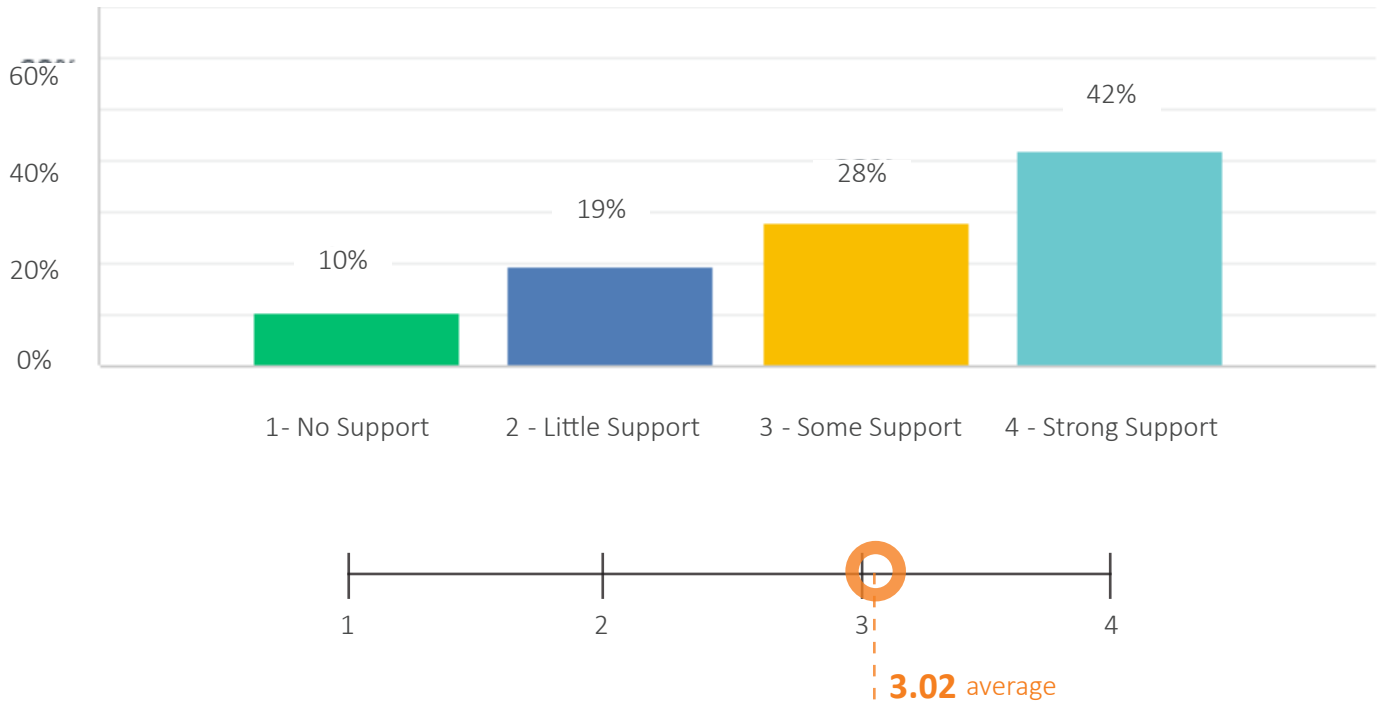
## Question 7: Transportation System

Please indicate your level of support for the following statement: *St. Louis Park will plan, design, build and operate the city's transportation system to prioritize walking first, followed by bicycling and transit use, and then motorized vehicle use.*



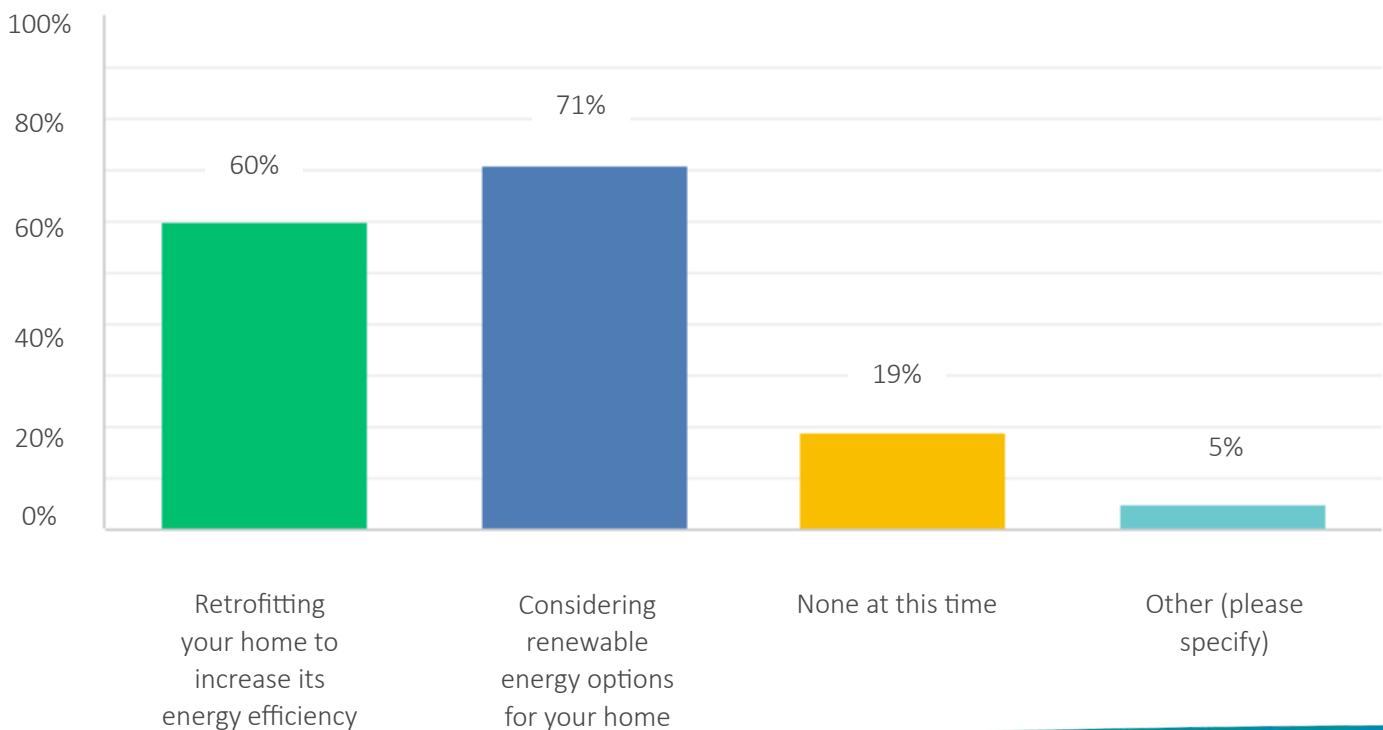
## Question 8: Mobility Options

Please indicate your level of support for the following statement: *St. Louis Park should pursue shared use mobility options, such as bike, car or ride sharing systems.*



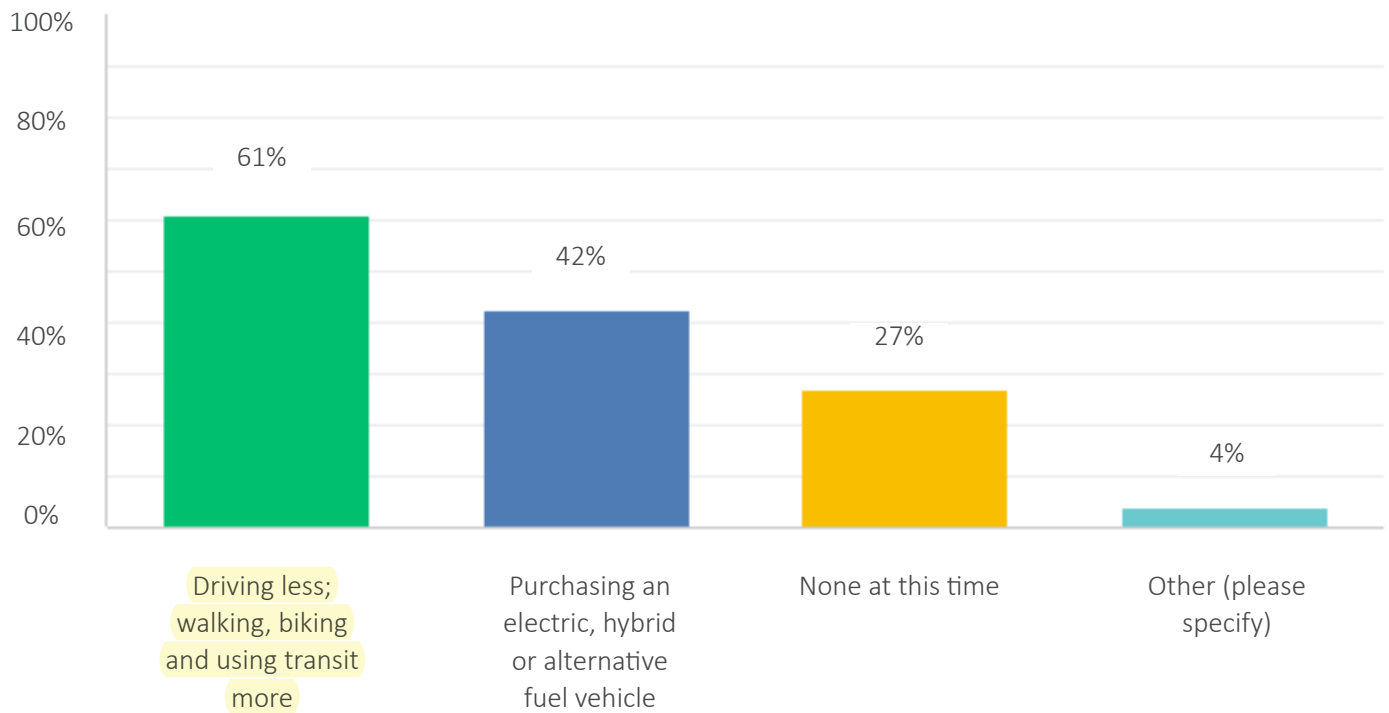
## Question 9: Energy

Reducing your home energy consumption by: (choose all that apply)



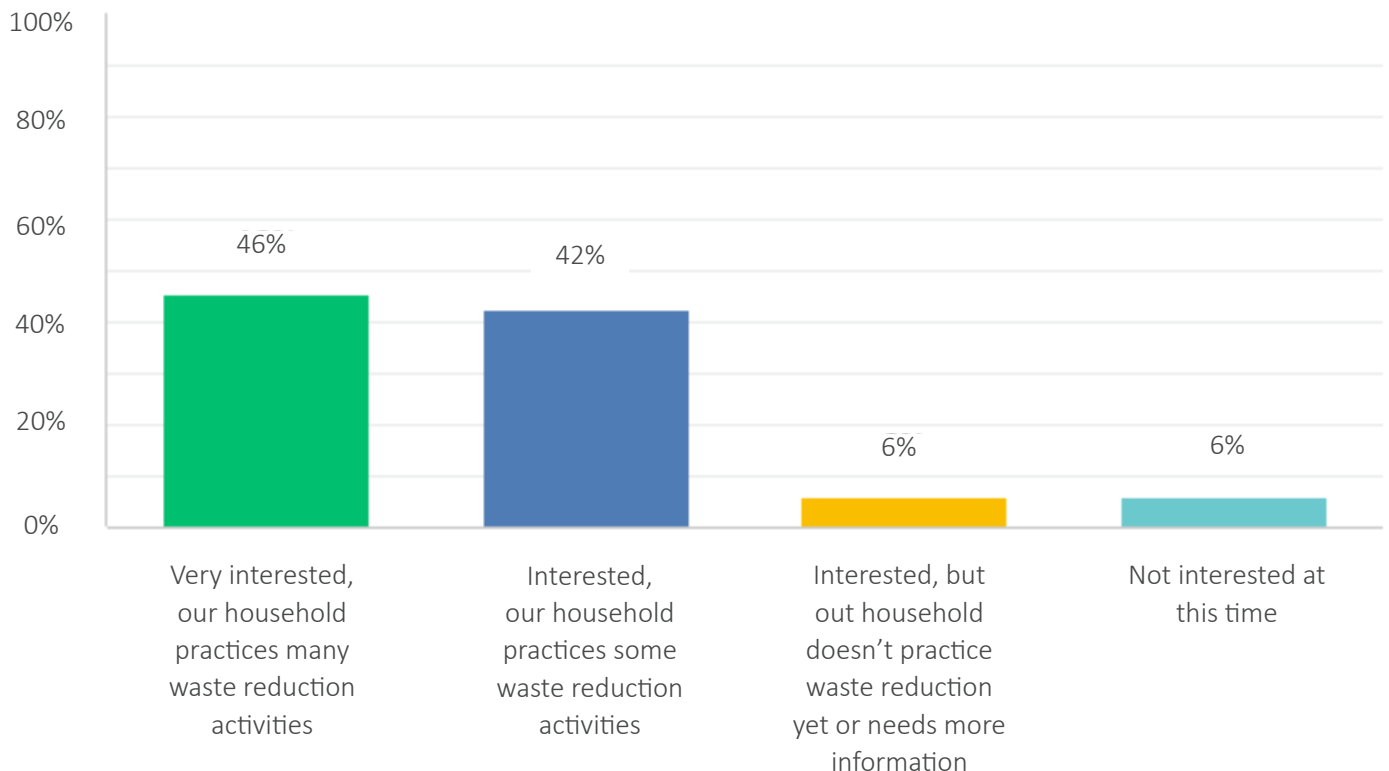
## Question 10: Vehicle Emissions

Reducing your vehicle emissions by: (choose all that apply)



## Question 11: Waste

Please indicate your interest in activities to reduce waste in your home:





# Proposed Land Use Plan

An online mapping tool, called Social Pinpoint, was launched in coordination with the community survey, to gather feedback on the Proposed Land Use Plan in the draft 2040 Plan. With Social Pinpoint, users were asked to review land use change areas and mark where they a) support the change, b) have concerns, and/or c) have ideas. Along with the markers placed on the map, participants were able to elaborate through comments and photos. These comments were then displayed for other users to see when they visited the Social Pinpoint site. Comments could then be voted as 'Liked' or 'Disliked' by others.

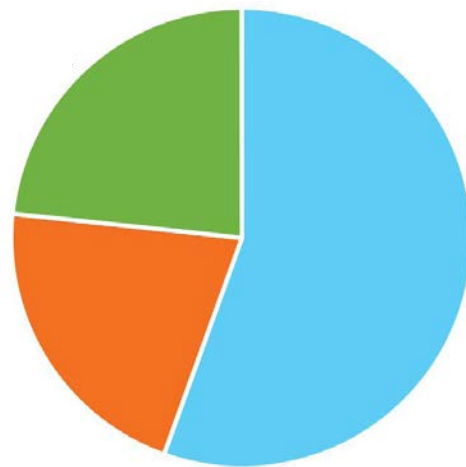
## Community Participation

Through the Social Pinpoint site, there were 432 comments collected (which includes the number of 'Likes' and 'Dislikes'). In total, 1,164 people viewed or participated in the Social Pinpoint Proposed Land Use Plan. Visitors to the site spent, on average, 40 minutes reviewing and posting comments.

Participants were able to place comments throughout the entire city of St. Louis Park, and were not limited to the change areas. The following pages contain a summary of comments, organized by land use change areas. The majority of 'I have an Idea' markers were placed in areas outside of the land use change areas. These ideas have been summarized and organized by the (7) planning areas.

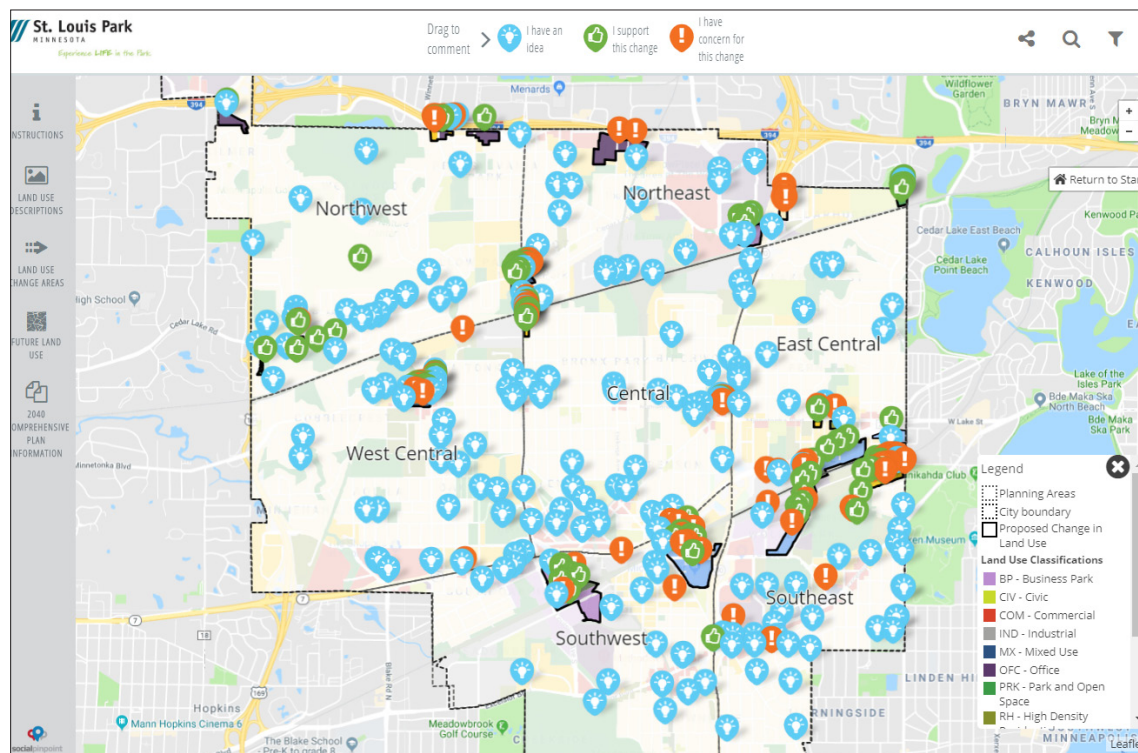
Unlike the community survey, the Social Pinpoint platform does not collect demographic data on survey participants.

## Comments by Marker Type

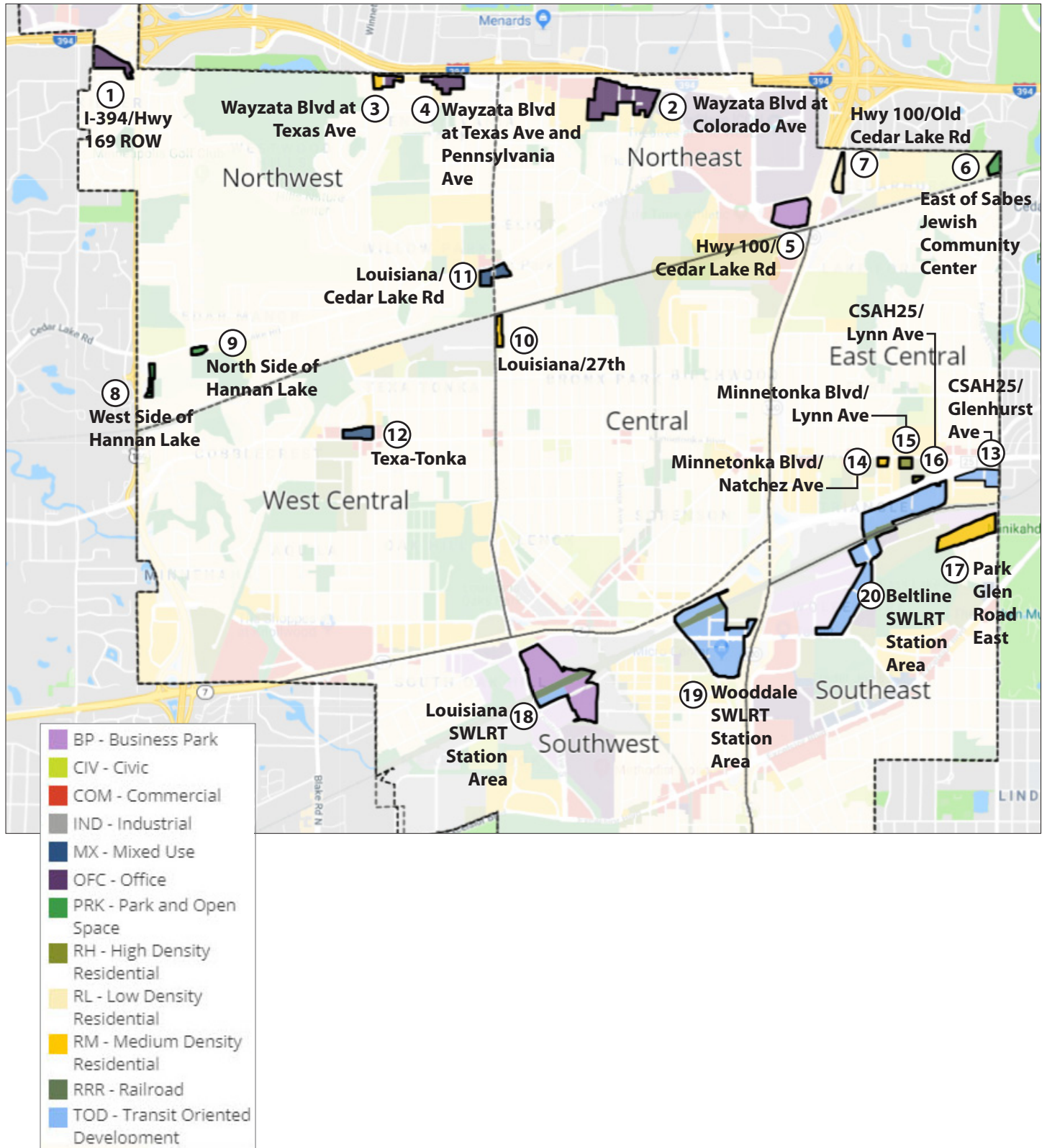


- I have an idea**
- I have concern for this change**
- I support this change**

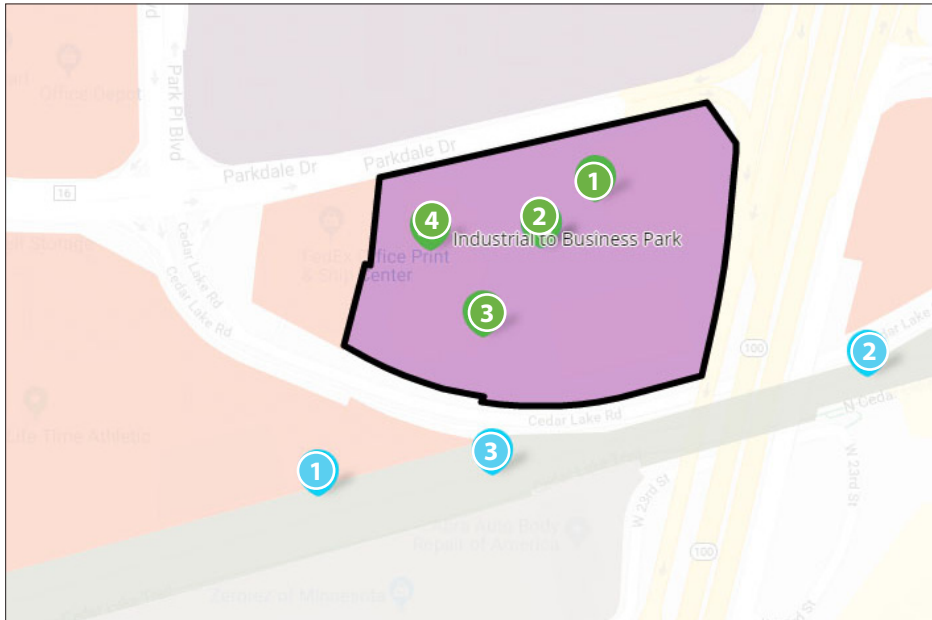
## Social Pinpoint: Proposed Land Use Plan website with all comments



## Key of Change Areas



### Change Area 5. HWY 100/Cedar Lake Road: *Industrial to Business Park*



#### **“I have an idea”**

- 1** There is no real good access to the west end area by bike from the west side of 100. It would be great to have a safe route and could minimize motor vehicle congestion. **(22) Likes**
- 2** We really need access to West End from the bike trail, as well as for pedestrians in the neighborhoods just south of the railroad tracks. **(40) Likes**
- 3** Cedar Lake Trail needs a connection to West End. **(28) Likes**

#### **“I support this change”**

- 1** Area does well as a business hub. **(1) Like**
- 2** Seems like a good area to repurpose. **(2) Likes**
- 3** Makes sense. **(2) Likes**
- 4** Makes sense to me. **(1) Like**

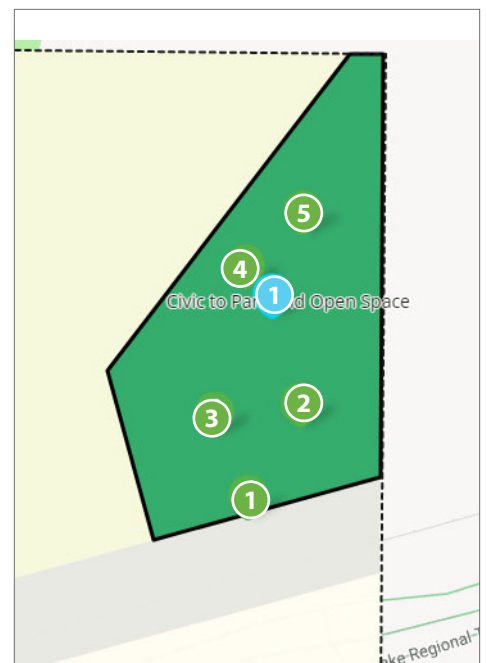
### Change Area 6. East of Sabes Jewish Community Center: *Civic to Park and Open Space*

#### **“I support this change”**

- 1** In addition to this patch for park space please acquire the “private property” being claimed by JCC. This is a strip of land with a great walking/biking path to get to brownie and the other lakes and should be preserved as the community has used it for 35+ years. **(1) Likes**
- 2** Keep as open space
- 3** Where would the access be?
- 4** I like it
- 5** I like it

#### **“I have an idea”**

- 1** I wonder if this space has potential to be useful in future as associated with development with adjacent office complex in Mpls. Could it be OFC or COM in the future?





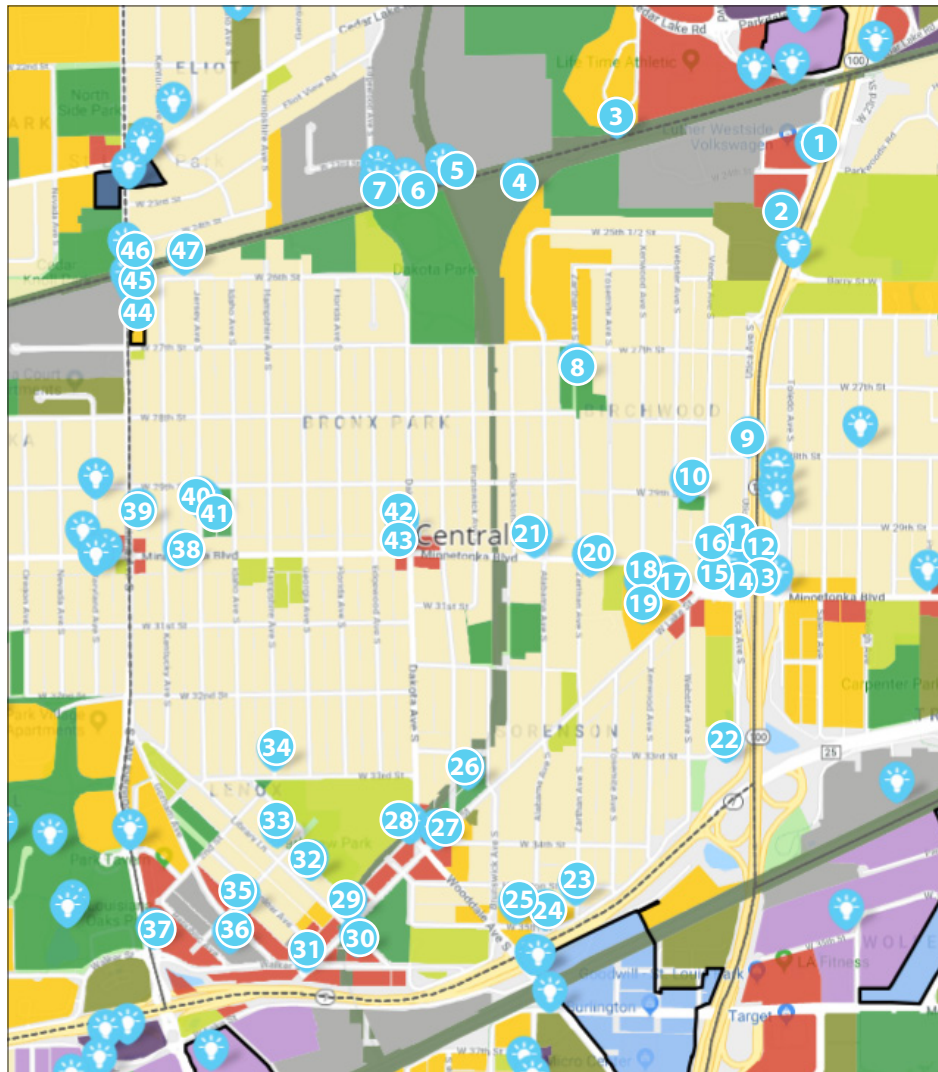
## Planning Area: Northeast (Continued)



### “I have an idea”

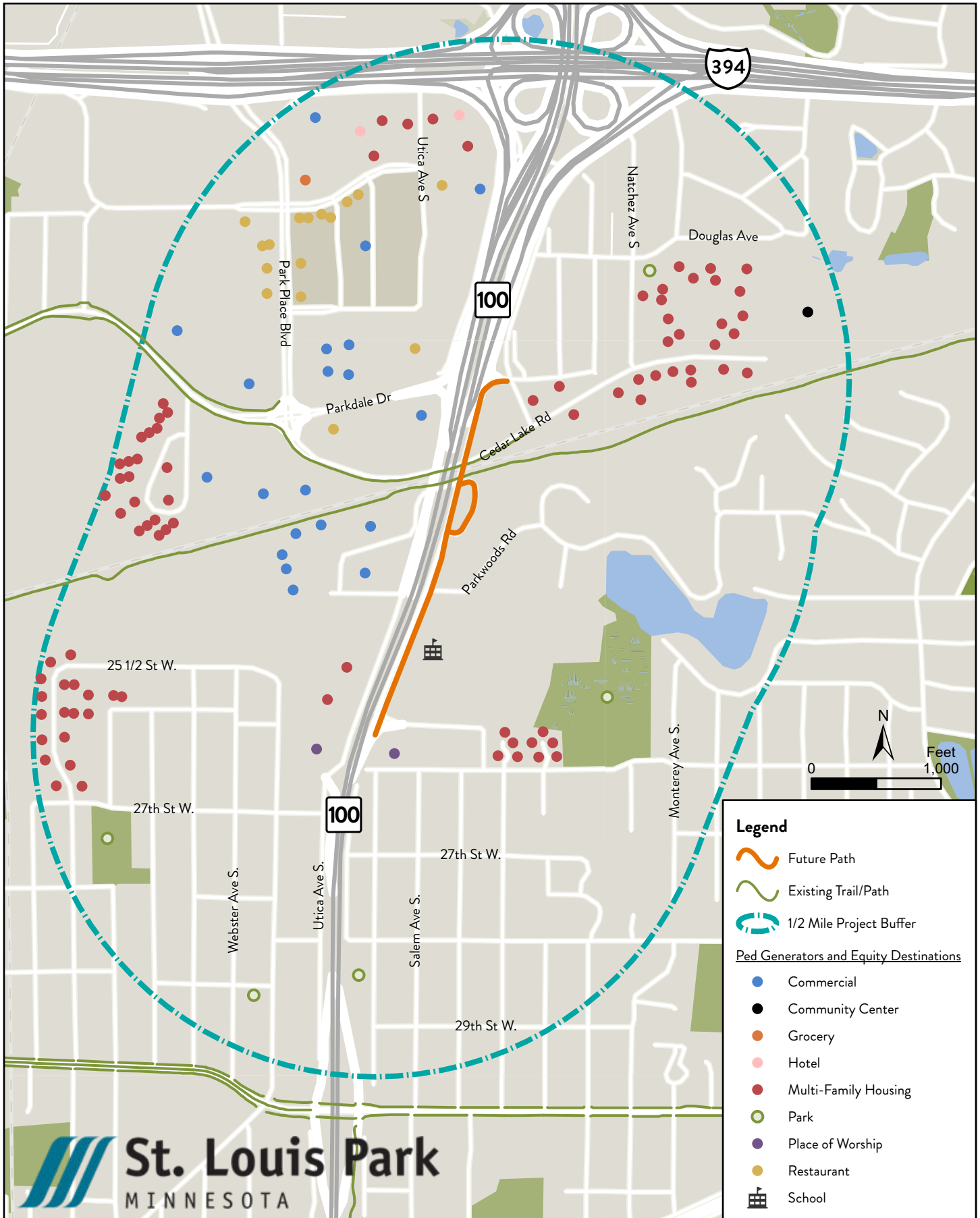
- 9 Wasn't there supposed to be a walkover bridge put up at the end of Edgewood Ave for access to the bike/walking trail for residence north of Cedar Lake Road? I seem to remember it was to be completed by 2019. What is the status of this? Those of us who live north of Cedar Lake Road have no safe or easy access to the trail! The city wants to make it self bike friendly, but there are only 3 'legal' access points from the north: Louisiana, Virginia and the pedestrian bridge by the JCC. **(13) Likes**
- 10 The PRK segment along Cedar Lake Rd could be converted to RM/RH and part of a future unified development between rail line and municipal building. **(5) Likes**
- 11 Pedestrian bridge over the railroad tracks would help enable walkability throughout the neighborhood and to the West End area. **(8) Likes**
- 12 West End needs improved pedestrian crossings over Park Pl. **(10) Likes**
- 13 Improved bike access to West End is greatly needed. I know several people who would love to bike to the theater and restaurants, but with 6 lanes of traffic it doesn't feel safe at all. **(19) Likes**
- 14 Would love to see some kind of green space/park included in the West End development. With the new apartments and businesses, some outdoor green space would be wonderful to motivate people to spend even more time there (and connect to the trail system). **(22) Likes**
- 15 There is no real good access to the west end area by bike from the west side of 100. It would be great to have a safe route and could minimize motor vehicle congestion. **(22) Likes**
- 16 Cedar Lake Trail NEEDS a connection to West End. **(28) Likes**
- 17 Given proximity to trail, wouldn't commercial space or green space make more sense so the broader community could benefit from this space? **(6) Likes**
- 18 We really need access to West End from the bike trail, as well as for pedestrians in the neighborhoods just south of the railroad tracks. **(40) Likes**
- 19 I wonder if this space has potential to be useful in future as associated with development with adjacent office complex in Mpls. Could it be OFC or COM in future?

## Planning Area: Central



### "I have an idea"

- 1** Add a stop sign here or some other method to prevent people from using this street where people live as a traffic avoidance strategy. When 100 south slows down, legitimate people driving north on Utica to turn west on 24th get stuck at their stop sign while the traffic avoiders shoot through.
- 2** Couldn't we provide some more accessible transit to these apartment buildings? Residents have to walk all the way to Minnetonka to get a bus. **(2) Likes**
- 3** Make more direct bike path/trail connections to destinations. In this case, connect Dakota bike lanes to cedar lake trail to Park Place Blvd. Current plan connects to cedar lake road which meanders north and south on way to Park Pl Blvd. **(8) Likes**
- 4** Pave the unofficial walking/bike path that connects the Birchwood neighborhood to Cedar Lake Trail. **(1) Like**





## Crash Case Listing Old Cedar Lake at Quentin

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	296	3.233	27	Saint Louis Park	00397390	11/23/16	1151 WED	Rear End	2	N
05-MSAS	296	3.240	27	Saint Louis Park	00904018	05/05/21	1730 WED	Rear End	2	C
05-MSAS	296	3.246	27	Saint Louis Park	00870682	12/26/20	1026 SAT	Angle	2	N
05-MSAS	296	3.264	27	Saint Louis Park	00763024	11/16/19	0914 SAT	Angle	2	N
10-MUN	55	0000	27	Saint Louis Park	00402118	12/11/16	0210 SUN	SVROR	1	N
22-RAMP	353	0.012	27	Saint Louis Park	01063962	12/08/22	0910 THU	Rear End	2	N
22-RAMP	353	0.018	27	Saint Louis Park	00384283	10/05/16	1150 WED	Rear End	2	N
22-RAMP	353	0.021	27	Saint Louis Park	00446015	04/18/17	1455 TUE	Rear End	2	N
22-RAMP	353	0.023	27	Saint Louis Park	00697996	03/15/19	0900 FRI	SVROR	1	B
22-RAMP	353	0.023	27	Saint Louis Park	00707891	05/03/19	1345 FRI	Rear End	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## Frontage Rd at Old Cedar Lake

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	296	3.287	27	Saint Louis Park	01031311	06/29/22	1718 WED	Rear End	2	N
05-MSAS	296	3.291	27	Saint Louis Park	11065320	08/31/15	0835 MON	SSS	2	N
05-MSAS	296	3.297	27	Saint Louis Park	01061868	11/29/22	1905 TUE	Rear End	2	N
05-MSAS	324	0.013	27	Saint Louis Park	01089339	03/21/23	1532 TUE	Rear End	2	N
05-MSAS	324	0.021	27	Saint Louis Park	00695211	03/05/19	1640 TUE	Rear End	2	N
10-MUN	552	0.104	27	Saint Louis Park	11068604	09/24/15	1440 THU	SVROR	1	N
10-MUN	552	0.236	27	Saint Louis Park	11083994	12/12/15	1007 SAT	SSS	2	N
22-RAMP	6466	0.010	27	Saint Louis Park	00848188	10/21/20	1207 WED	Angle	2	N
22-RAMP	6467	0.003	27	Saint Louis Park	01004704	02/07/22	1444 MON	Rear End	2	N
22-RAMP	6467	0.005	27	Saint Louis Park	00592204	04/17/18	1552 TUE	Rear End	2	N
22-RAMP	6467	0.005	27	Saint Louis Park	00521970	12/05/17	0840 TUE	Rear End	2	N
22-RAMP	6467	0.007	27	Saint Louis Park	00601961	06/01/18	1729 FRI	Rear End	2	N
22-RAMP	6467	0.010	27	Saint Louis Park	00722236	05/24/19	1510 FRI	Rear End	2	C
22-RAMP	6467	0.015	27	Saint Louis Park	00865148	11/24/20	1744 TUE	Rear End	2	N
22-RAMP	6467	0.015	27	Saint Louis Park	01082629	02/21/23	1445 TUE	Angle	2	N
22-RAMP	6469	0.003	27	Saint Louis Park	00702568	04/09/19	1730 TUE	SSS	2	N
22-RAMP	6469	0.006	27	Saint Louis Park	00511106	10/24/17	1252 TUE	Rear End	2	C

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson





# Crash Case Listing

## 2\_Frontage at Old Cedar

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
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05-MSAS	312	0.007	27	Saint Louis Park	00900298	04/12/21	0804 MON	Rear End	2	N
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Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## 3\_Frontage at 23rd

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	311	0.402	27	Saint Louis Park	00834014	08/05/20	1055 WED	Angle	2	N
05-MSAS	311	0.406	27	Saint Louis Park	00474774	07/03/17	1824 MON	Rear End	2	N
05-MSAS	311	0.405	27	Saint Louis Park	00900908	04/15/21	1545 THU	Rear End	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## 4\_Frontage at Parkwoods

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	314	0.213	27	Saint Louis Park	00416729	01/19/17	1105 THU	Rear End	2	N
05-MSAS	314	0.215	27	Saint Louis Park	01062464	11/29/22	0800 TUE	Rear End	2	N
10-MUN	384	0.011	27	Saint Louis Park	00626034	08/06/18	0935 MON	Bike	1	C

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## 5\_Frontage at Barry St

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	312	0000	27	Saint Louis Park	00942844	09/24/21	1458 FRI	Rear End	2	N
05-MSAS	312	0000	27	Saint Louis Park	01123822	08/03/23	2045 THU	Angle	2	C
05-MSAS	312	0.006	27	Saint Louis Park	00749214	09/20/19	0815 FRI	Rear End	2	N
05-MSAS	312	0.032	27	Saint Louis Park	01097728	05/08/23	1940 MON	Left Turn	2	N
05-MSAS	314	0000	27	Saint Louis Park	11041778	05/28/15	2120 THU	SSS	2	N
05-MSAS	314	0.002	27	Saint Louis Park	11040794	05/15/15	1505 FRI	Rear End	2	N
05-MSAS	314	0.012	27	Saint Louis Park	00818140	07/06/20	1006 MON	Angle	2	N
05-MSAS	314	0.015	27	Saint Louis Park	00349131	05/14/16	1826 SAT	Rear End	2	C
05-MSAS	314	0.026	27	Saint Louis Park	00653989	10/23/18	1645 TUE	Rear End	2	N
05-MSAS	314	0.040	27	Saint Louis Park	01083368	02/24/23	0751 FRI	Rear End	2	N
05-MSAS	314	0.048	27	Saint Louis Park	00382283	09/27/16	1507 TUE	Rear End	2	N
05-MSAS	314	0.051	27	Saint Louis Park	00416855	01/19/17	1736 THU	Rear End	2	N
05-MSAS	314	0.201	27	Saint Louis Park	11071317	10/14/15	0809 WED	Rear End	2	N
22-RAMP	6463	0.003	27	Saint Louis Park	00935422	08/20/21	1302 FRI	Rear End	2	C
22-RAMP	6465	0.002	27	Saint Louis Park	01090784	03/30/23	2334 THU	SVROR	1	N
22-RAMP	6465	0.016	27	Saint Louis Park	01051020	10/11/22	1617 TUE	SSO	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



## Crash Case Listing

### 23rd St at Cedar Lk RegionalTr

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	311	0.293	27	Saint Louis Park	00470016	06/15/17	1505 THU	SVROR	1	N
05-MSAS	311	0.294	27	Saint Louis Park	00780114	01/16/20	1325 THU	SVROR	1	N
05-MSAS	311	0.298	27	Saint Louis Park	00457786	06/06/17	1415 TUE	SSO	2	N
05-MSAS	311	0.301	27	Saint Louis Park	10978798	08/05/14	1830 TUE	SVROR	1	C
05-MSAS	311	0.302	27	Saint Louis Park	01071747	11/21/22	0904 MON	Angle	2	N
05-MSAS	311	0.306	27	Saint Louis Park	00486797	07/14/17	0808 FRI	SSO	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## Old Cedar to 23rd

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
10-MUN	552	0.094	27	Saint Louis Park	00759129	11/02/19	0856 SAT	Angle	2	N
10-MUN	552	0.175	27	Saint Louis Park	00404573	12/16/16	0744 FRI	Rear End	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## S3\_23rd to Parkwoods

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	311	0.406	27	Saint Louis Park	00358887	06/23/16	1837 THU	Rear End	2	N
05-MSAS	314	0.234	27	Saint Louis Park	11082854	12/04/15	1221 FRI	Rear End	3	N
05-MSAS	314	0.276	27	Saint Louis Park	00634907	09/14/18	2135 FRI	SVROR	1	B
05-MSAS	314	0.280	27	Saint Louis Park	11054394	08/14/15	1420 FRI	Rear End	2	N
05-MSAS	314	0.291	27	Saint Louis Park	11063769	08/24/15	1435 MON	Rear End	2	N
05-MSAS	314	0.291	27	Saint Louis Park	11067229	09/14/15	1716 MON	Rear End	4	C

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson



# Crash Case Listing

## s4\_Parkwoods to Barry

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
05-MSAS	314	0.037	27	Saint Louis Park	00813076	06/05/20	1452 FRI	Rear End	3	N
05-MSAS	314	0.161	27	Saint Louis Park	00491397	08/03/17	0830 THU	Rear End	2	N

Selection Filter:

WORK AREA: County('659472') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Leo Johnson





Experience *LIFE* in the Park

Dec. 13, 2023

Elaine Koutsoukos  
TAB Coordinator  
Transportation Advisory Board  
Metropolitan Council  
390 North Robert Street  
Saint Paul, MN 55101

**RE: 2024 Regional Solicitation Multiuse Trails and Bicycle Facilities Application  
Year-Round Maintenance Commitment for Proposed West End Trail Connection**

Ms. Koutsoukos,

The City of St. Louis Park is submitting this 2024 Regional Solicitation grant application for a multiuse trail along Service Drive Hwy 100 East between Old Cedar Lake Road and 26th Street West. If the city is awarded federal funding through the Multiuse Trails and Bicycle Facilities category, the city commits to providing snow removal along the proposed West End Trail Connection to support year-round bicycle and pedestrian use.

Winter maintenance is a high priority for the City of St. Louis Park to ensure safe and accessible facilities for users. Beyond this letter commitment, the city has a section on their website with details about our snow and ice removal operations available here:

<https://www.stlouisparkmn.gov/services/snow-plowing>.

Sincerely,

DocuSigned by:

A handwritten signature in black ink that reads "Jay Hall".

301AE6C0CB2048B...

Jay Hall  
Public Works Director  
952.924.2557  
[jhall@stlouisparkmn.gov](mailto:jhall@stlouisparkmn.gov)

# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

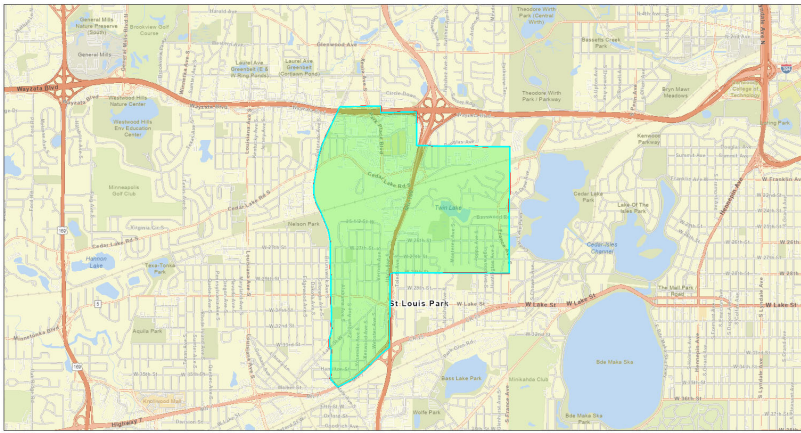
Tract: 27053022000,27053022801,27053022700

## St. Louis Park, MN

Population: 8,787

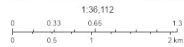
Area in square miles: 2.04

A3 Landscape



December 13, 2023

Project 1



Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, Swiremap, DeLorme, GeoEye, IGN, Aerotech, IGN, USA, Esri, EPA, NPS, US Census Bureau, USGS

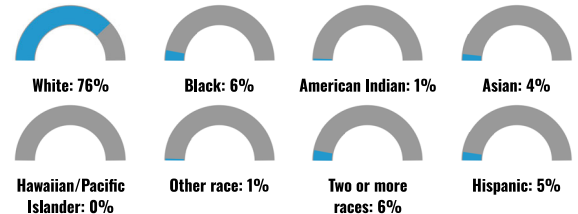
### COMMUNITY INFORMATION



### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	86%
Spanish	3%
French, Haitian, or Cajun	1%
German or other West Germanic	1%
Russian, Polish, or Other Slavic	1%
Other Indo-European	1%
Chinese (including Mandarin, Cantonese)	1%
Other Asian and Pacific Island	2%
Other and Unspecified	5%
Total Non-English	14%

### BREAKDOWN BY RACE



### BREAKDOWN BY AGE



### LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

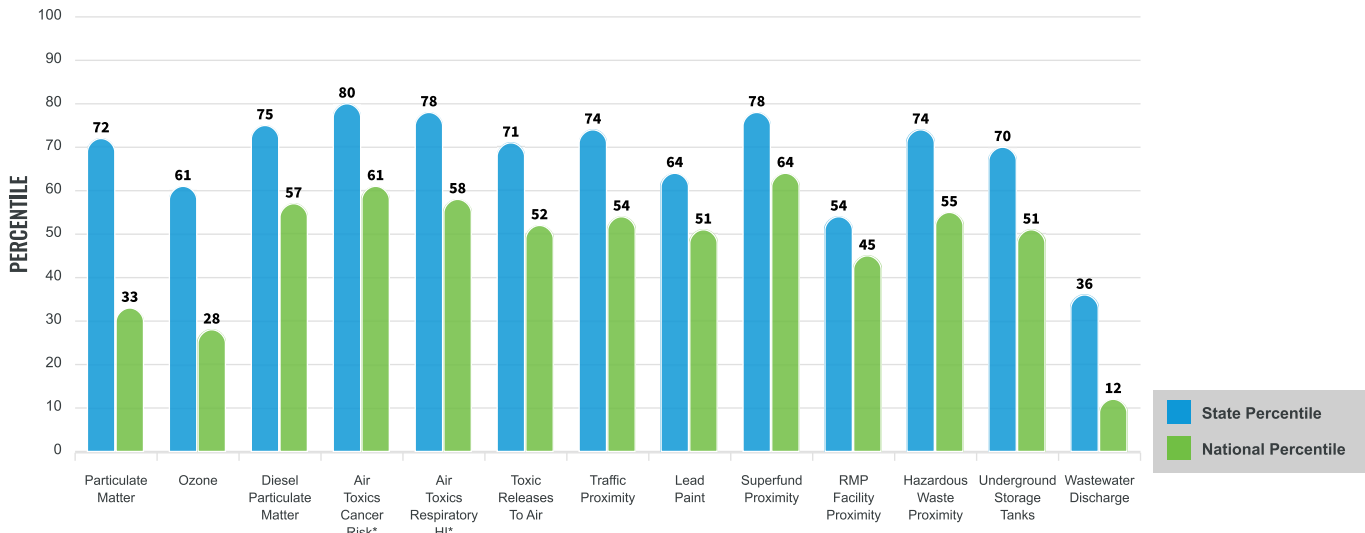
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

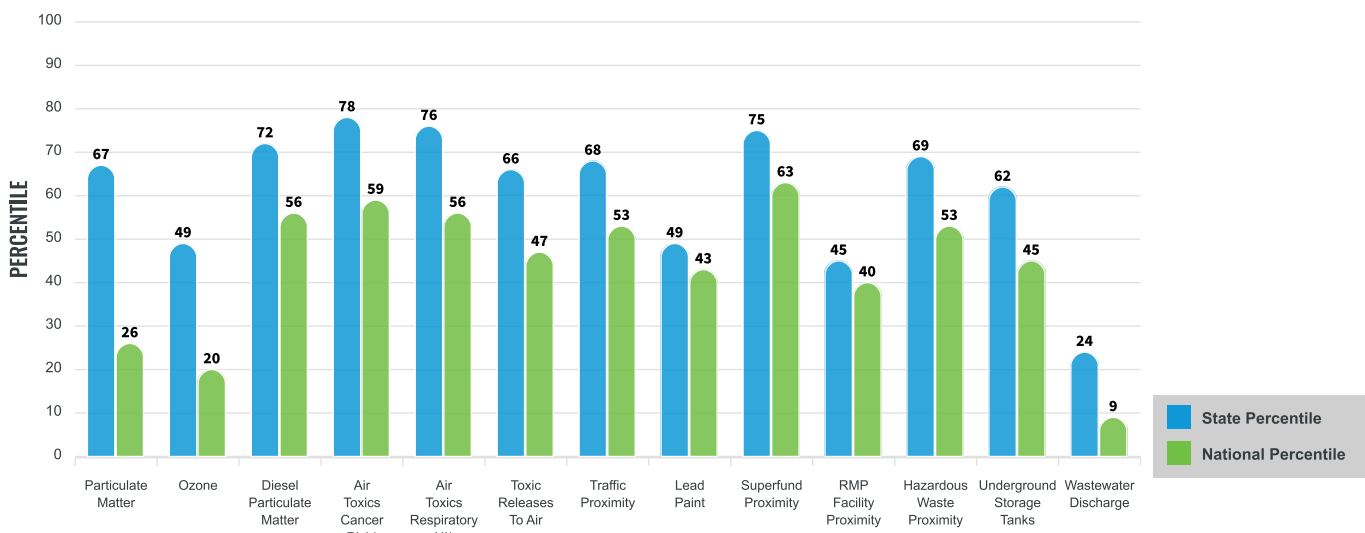
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Tract: 27053022000,27053022801,27053022700

# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>POLLUTION AND SOURCES</b>					
Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	7.62	6.78	73	8.08	35
Ozone (ppb)	58.6	58.2	53	61.6	29
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.378	0.21	87	0.261	80
Air Toxics Cancer Risk* (lifetime risk per million)	30	22	69	25	52
Air Toxics Respiratory HI*	0.37	0.26	50	0.31	31
Toxic Releases to Air	1,900	1,500	80	4,600	71
Traffic Proximity (daily traffic count/distance to road)	500	140	93	210	90
Lead Paint (% Pre-1960 Housing)	0.49	0.33	71	0.3	72
Superfund Proximity (site count/km distance)	0.85	0.19	94	0.13	97
RMP Facility Proximity (facility count/km distance)	0.19	0.48	46	0.43	55
Hazardous Waste Proximity (facility count/km distance)	2.6	1.3	84	1.9	78
Underground Storage Tanks (count/km <sup>2</sup> )	2.9	1.8	79	3.9	66
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.7E-06	0.19	24	22	11
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	19%	22%	56	35%	29
Supplemental Demographic Index	7%	11%	33	14%	19
People of Color	24%	20%	69	39%	42
Low Income	14%	23%	36	31%	26
Unemployment Rate	3%	4%	51	6%	42
Limited English Speaking Households	1%	2%	71	5%	59
Less Than High School Education	3%	7%	36	12%	24
Under Age 5	5%	6%	50	6%	55
Over Age 64	13%	17%	37	17%	39
Low Life Expectancy	16%	17%	33	20%	18

\* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	0
Water Dischargers .....	0
Air Pollution .....	7
Brownfields .....	1
Toxic Release Inventory .....	3

## Other community features within defined area:

Schools .....	0
Hospitals .....	0
Places of Worship .....	3

## Other environmental data:

Air Non-attainment .....	No
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	No
Selected location contains an EPA IRA disadvantaged community .....	No

Report for Tract: 27053022000,27053022801,27053022700

# EJScreen Environmental and Socioeconomic Indicators Data

## HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	16%	17%	33	20%	18
Heart Disease	3.6	5.6	9	6.1	7
Asthma	8.5	9	16	10	11
Cancer	5.4	6.4	24	6.1	31
Persons with Disabilities	6.8%	11.4%	14	13.4%	12

## CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	9%	8%	65	12%	63
Wildfire Risk	0%	4%	0	14%	0

## CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	5%	11%	31	14%	29
Lack of Health Insurance	3%	5%	36	9%	20
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Tract: 27053022000,27053022801,27053022700



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# **BNSF TRAIL CROSSING FEASIBILITY STUDY**

**CITY OF ST. LOUIS PARK**

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# INTRODUCTION & OVERVIEW

The City of St. Louis Park's ['Connect the Park' Plan](#) - the City's implementation plan to add more bikeways, sidewalks, and trails throughout the community - identified the need for a study that analyzed the feasibility of a trail crossing of the BNSF Railway Wayzata Subdivision line near TH (Trunk Highway) 100 and Cedar Lake Road. The City of St. Louis Park initiated this study to analyze several options for a trail crossing that would connect existing trails on both sides of the BNSF railroad.

This report includes an overview of the existing conditions of the study limits, an analysis of five potential trail crossing alternatives, standards and design assumptions used as part of the feasibility analysis during the study, and cost opinions. This study was broken up into two phases:

- In Phase 1, five trail crossing alignment alternatives were developed, which included pros and cons and planning-level cost opinions for each alternative. At the conclusion of Phase 1, two of the five alignments were selected to be carried into Phase 2 for further analysis.
- In Phase 2, the two selected alignment alternatives were further evaluated with conceptual plan layouts, additional stakeholder meetings, and conversations with City staff.



Figure 1: The North Cedar Lake Regional Trail runs east-west through the study area, parallel to the BNSF railway.



## STUDY AREA LIMITS

The study area limits include the area surrounding the crossing of TH 100 over the North Cedar Lake Regional Trail, BNSF railroad tracks, and Cedar Lake Road (Figure 2). Land use within the project area is primarily commercial west of TH 100 and a mix of commercial and single and multi-family home residential east of TH 100. Property owners within the study area are also identified in Figure 2. Benilde-St. Margaret's School is located just south of the study area, and *The Shops at West End* commercial area is located northwest of the study limits.

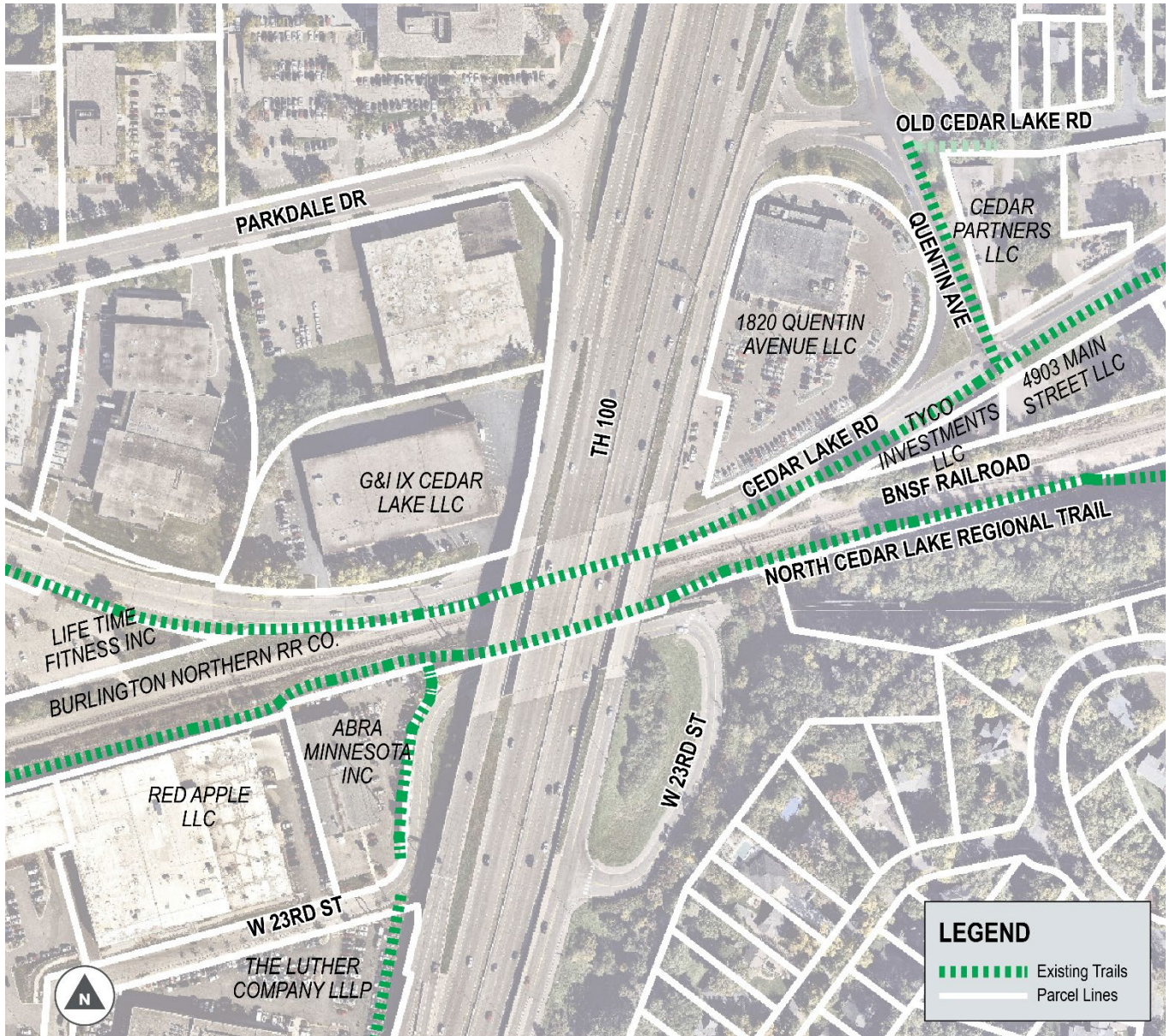


Figure 2: Study limits and property owners within the study area.



## **EXISTING CONDITIONS**

The project area is sharply divided into four quadrants – east and west of TH 100, and north and south of the BNSF railroad tracks. The North Cedar Lake Regional Trail – a very popular trail both locally and regionally – parallels the BNSF railroad tracks on the south side and runs underneath TH 100. The railroad creates a significant barrier for people walking and biking within the study area, making it very challenging to travel north and south. Currently, the nearest existing pedestrian and bicycle crossing of the BNSF railroad to the west of TH 100 is the recently completed Dakota Edgewood Trail Bridge, which is approximately 0.75 miles west of TH 100. The nearest crossing to the east of TH 100 is a pedestrian and bicycle bridge 0.5 miles east of TH 100.

Travelling east-west is much easier for people walking and biking in the study area. In addition to the aforementioned North Cedar Lake Regional Trail, there are trails that were recently constructed north of the railroad along the south side of Cedar Lake Road, and along the east side of Quentin Ave S between Cedar Lake Road and Old Cedar Lake Road.

In addition to the bridges carrying TH 100 traffic over the railroad, MnDOT Bridge 27787, located just east of TH 100, carries local frontage road traffic over the North Cedar Lake Regional Trail, BNSF railroad, and Cedar Lake Road. In 2017, the eastern frontage road (M-522) had an AADT (average annual daily traffic) of 13,800 and has a posted speed limit of 35 MPH. The AADT on Cedar Lake Road was 12,900 in 2017 and it has a posted speed limit of 30 MPH. The speed limits reflect the citywide speed limit changes that were made at the end of 2021. The BNSF Wayzata Subdivision line carried 17 trains per day at a maximum speed of 60 MPH as of 2015.

## **PHASE 1: ALIGNMENT ALTERNATIVE FEASIBILITY ANALYSIS**

Several different types of crossings were evaluated in Phase 1 of this study. Five alignment alternatives were identified and analyzed, and each alternative analysis concluded with a list of pros and cons and a planning-level cost opinion. Alternatives 1A, 1B, and 2 all evaluate a new pedestrian/bicycle overpass structure either west or east of TH 100. Alternative 3 evaluates a new underpass structure under the existing railroad to the west of TH 100. Alternative 4 evaluates retrofitting Old Highway 100 (east frontage road) and the bridge (#27787) to add pedestrian/bicycle accommodations.

An alternative that considered a new at-grade crossing over the railroad was precluded by BNSF policy and was therefore removed from consideration and not analyzed during this study. Per Chapter 19 of the BNSF Public Projects Manual, any pedestrian/bicycle pathways or multi-use crossings of BNSF tracks must be adjacent to an existing public at-grade crossing. Stand-alone at-grade trail crossings of BNSF tracks are not allowed.

Figure 3 shows the conceptual alignment of each alternative that was analyzed during Phase 1.

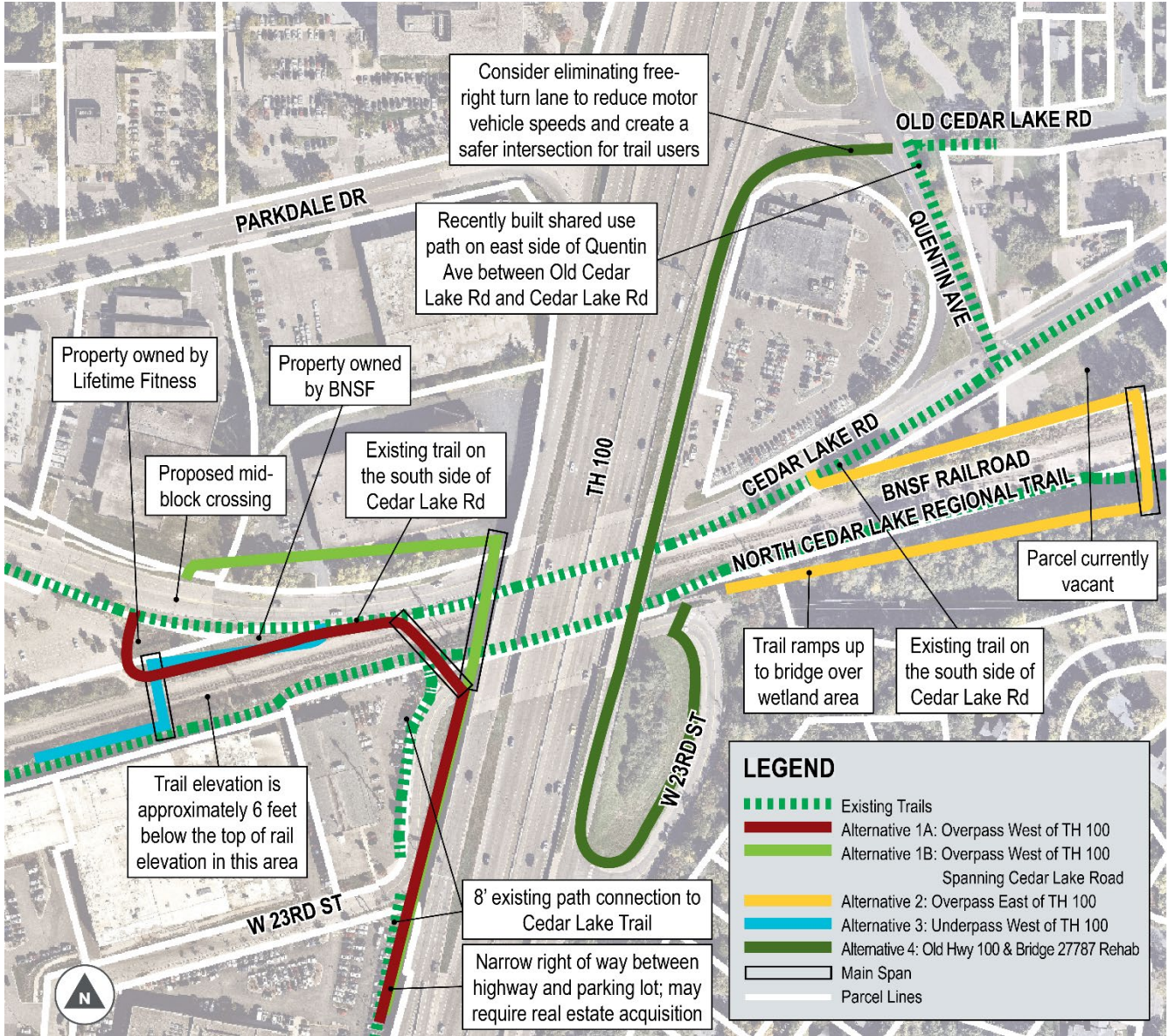


Figure 3: General alignments of the five alternatives analyzed in the study

## DESIGN ASSUMPTIONS AND STANDARDS

A list of assumptions and standards were developed for each alternative. In addition to the assumptions and standards specific to each alternative, some design standards apply to all the alternatives, which are listed below in Table 1:

Table 1: Design Standards Applying to all Alternatives

Maximum Trail Grade	5%
Approach Trail Width	12 feet

To meet ADA requirements, the maximum grade is assumed to be 5% (instead of using a steeper grade with landings). Per the [MnDOT Bicycle Facility Design Manual](#), an approach path width of 12 feet is the preferred width for typical two-way shared use paths/trails.

## PHASE 1 ALTERNATIVE SCREENING

Following the completion of the Phase 1 feasibility analysis in the fall of 2021, the alternatives were reviewed based on existing conditions, technical feasibility, planning level cost opinions, and information from previous City of St. Louis Park design and construction projects. Based on that information and analysis, the City of St. Louis Park selected the following alternatives to be carried into Phase 2:

- Alternative 1A: Overpass West of TH 100
- Alternative 4: Old Hwy 100 & Bridge 27787 Rehabilitation

The alternatives that were carried into Phase 2 were selected because they were the most technically feasible and/or the most cost-effective alternatives at the time of the analysis in 2021. However, it is important to note that the alternatives that were not carried into Phase 2 should not be dismissed from consideration in the future. Many factors could change in the future that may increase or decrease the feasibility of any of the alternatives, including:

- Future land use development on parcels adjacent to or near the alternatives
- Changes to roadway design standards, rules, and regulations
- The willingness of property owners to sell right-of-way on portions of their property
- New grant funding opportunities
- BNSF Future Planning – Accommodation for Future Tracks
- Future MnDOT projects on TH 100 bridges and roadway
- Future pedestrian/bicycle/vehicle traffic patterns

## PHASE 2: CONCEPT DESIGN

Phase 2 of the study included additional analysis, refinement, and conceptual design plans for two of the five alternatives evaluated in Phase 1. Conceptual plans were developed in CAD over existing aerial photographs of the project area (See Appendix A for concept plans). This step allowed the project team to refine the alignments by reviewing plan view linework, which provided greater detail and more precise measurements compared to the simple and crude sketched alignments that were completed in Phase 1. The conceptual design plans also provided more clarity around potential conflicts, challenges, or design opportunities. Each of the two concepts built upon the initial feasibility analysis completed in Phase 1 and is described in more detail below. The same design assumptions and standards from Phase 1 were carried into Phase 2.

## ALTERNATIVES ANALYSIS

For each alternative, an overview of the alternative developed during Phase 1 is described. Additionally, the design assumptions and standards used in developing the alternative are provided along with a list of identified pros and cons at the conclusion of Phase 1. For alternatives carried into Phase 2, a summary of the concept design is provided which includes changes to the alternative based on the design process and feedback from the City and MnDOT.



# ALTERNATIVE 4: OLD HWY 100 & BRIDGE 27787 REHABILITATION

## ALTERNATIVE 4: PHASE 1 OVERVIEW

Alternative 4 provides a crossing of the North Cedar Lake Regional Trail, BNSF railroad tracks, and Cedar Lake Road by utilizing the existing Old Highway 100 frontage road (M-522) and MnDOT bridge #27787, which is just east of TH 100 (Figure 10). The existing trail along the west side of W. 23rd Street would be widened to meet the standard 12 feet width, and a new trail would be added on the south side of Old Cedar Lake Road west of Quentin Ave. The free right turn at the intersection of Old Cedar Lake Rd and Quentin Ave is proposed to be eliminated, which would help slow motor vehicle speeds and increase trail user safety. The trail would cross Quentin Ave. and tie into the new trail built on the east side of Quentin Ave, adjacent to the new Quentin Apartment complex.

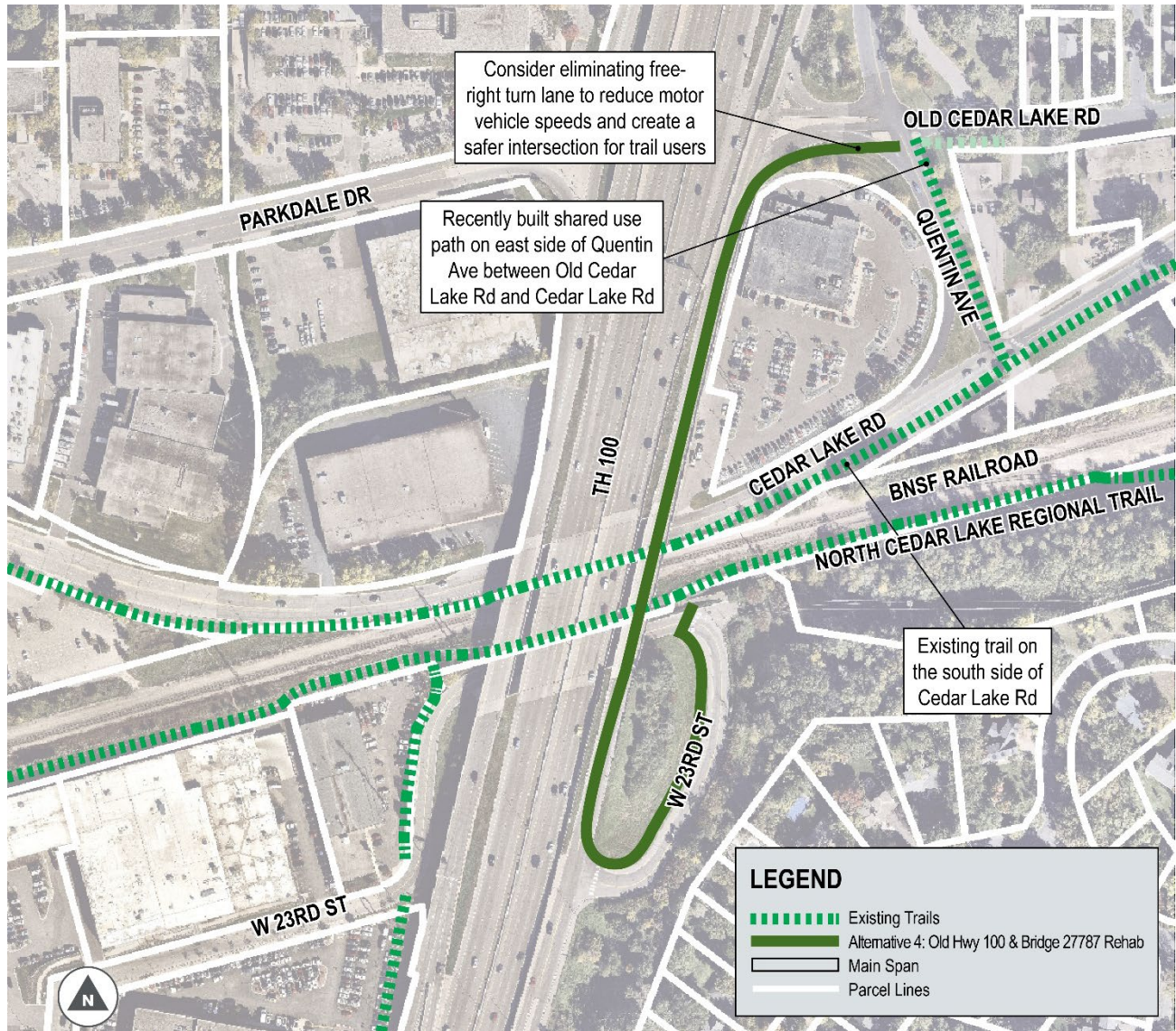


Figure 11: Trail crossing alignment of Alternative 4.

## BNSF TRAIL CROSSING FEASIBILITY STUDY | PROJECT REPORT

On the existing bridge, a 1 foot x 8 inches curb with flexposts was proposed to separate vehicular traffic from the trail. Flexposts will allow flexibility so that a stalled vehicle would have room to open a car door as opposed to a concrete barrier. To meet BNSF Railway standards, the existing fence on top of the concrete barrier will need to be removed and a taller fence installed to the top or back face of the existing barrier. The total height of the barrier and fence is required to be 10 feet. In addition to the cross-section on the bridge, the cross-sections of the approach roadways were reviewed. In some areas north of the bridge, the roadway width based on as-built plans is reduced to just under 32 feet. A potential cross-section in that constrained area is shown in Figure 12. The flexposts/concrete curb to separate trail users and motor vehicle traffic would also be proposed on Old Hwy 100 north of the bridge, where the cross-section is limited by the adjacent retaining wall.

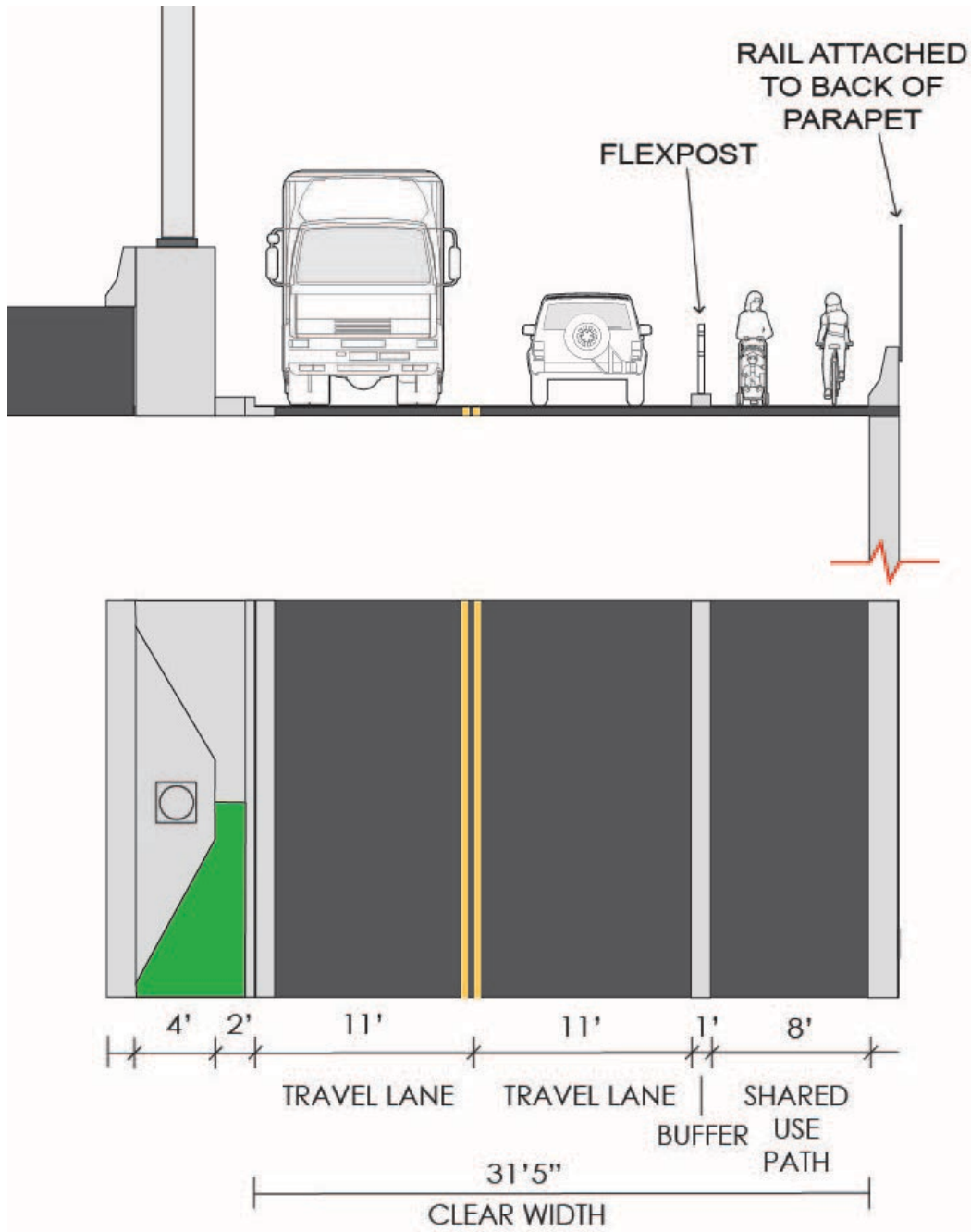


Figure 12: Constrained Cross Section - North Approach

# STUDY SUMMARY

The purpose of the BNSF Trail Crossing Feasibility Study was to identify potential trail connections over the BNSF Railroad tracks near the vicinity of TH 100 in St. Louis Park. Phase 1 of the study identified and evaluated five different alternatives, including three different overpass alternatives, an underpass alternative, and an alternative that utilizes the existing Old Highway 100 frontage road and MnDOT bridge #27787. An alternative that considered a new at-grade crossing over the railroad was precluded by BNSF policy and was therefore removed from consideration and not analyzed during this study.

Following an initial analysis of pros, cons, opinions of probable costs, and general implementation feasibility of each of the alternatives, City of St. Louis Park staff narrowed the alternatives down to two alternatives that were analyzed further in Phase 2 of the study. The two alternatives included in Phase 2 of the study were:

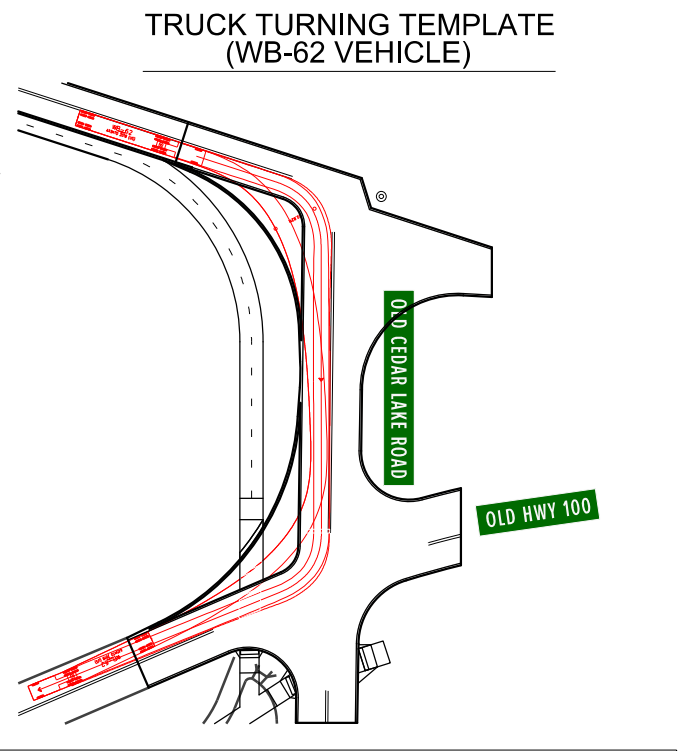
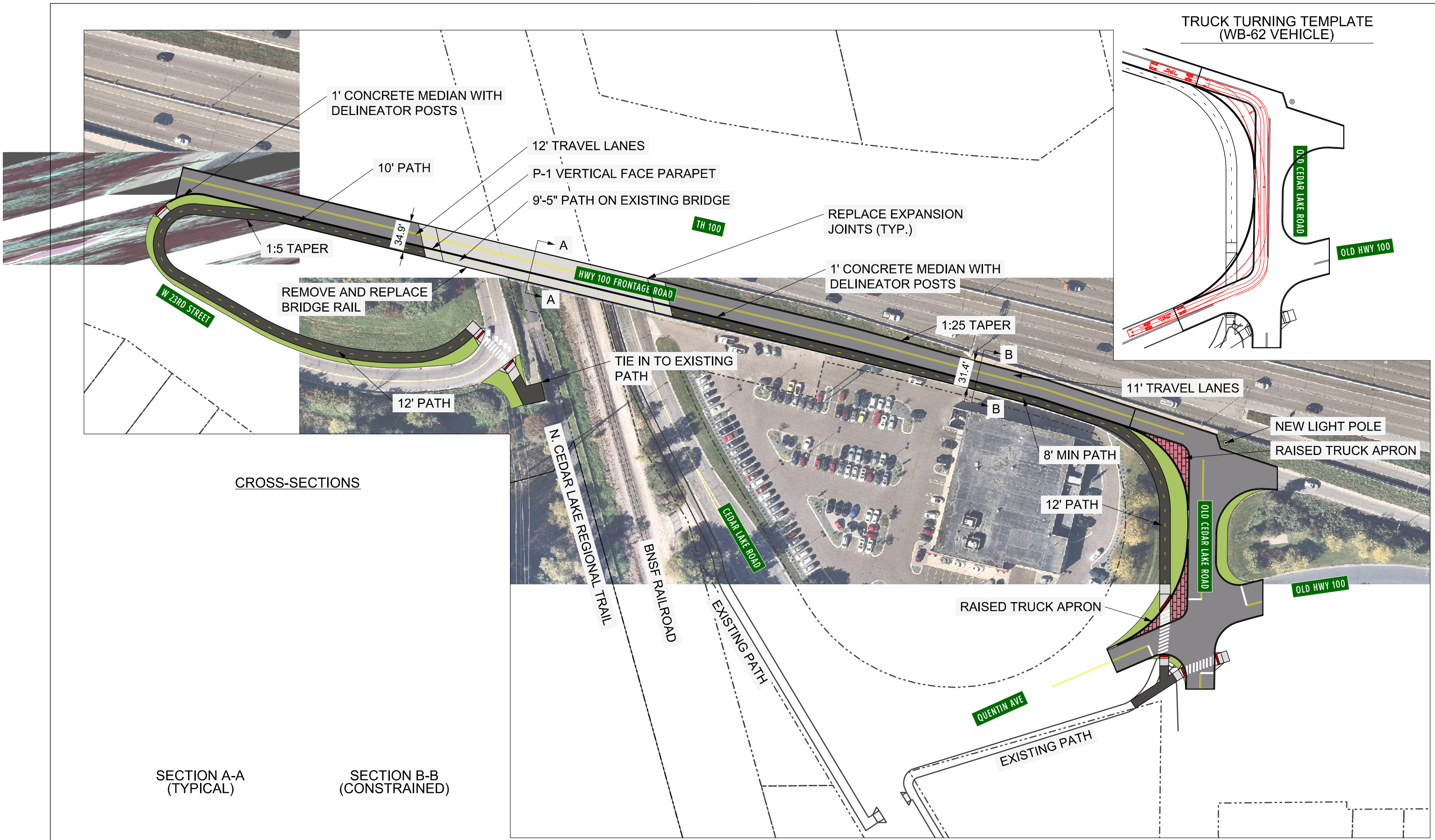
- Alternative 1A: Overpass West of TH 100
- Alternative 4: Old Hwy 100 & Bridge 27787 Rehabilitation

The two alternatives above were further refined in Phase 2 with conceptual plans and additional meetings with various stakeholders (See Appendix A for concept plans). These two alternatives were selected because they were the most technically feasible and/or the most cost-effective alternatives at the time of the analysis in 2021. However, it is important to note that the alternatives that were not carried into Phase 2 should not be dismissed from consideration in the future. Many factors could change in the future that may increase or decrease the feasibility of any of the alternatives, including:

- Future land use development on parcels adjacent to or near the alternatives
- Changes to roadway design standards, rules, and regulations
- The willingness of property owners to sell right-of-way on portions of their property
- New grant funding opportunities
- BNSF Future Planning – Accommodation for Future Tracks
- Future MnDOT projects on TH 100 bridges and roadway
- Future pedestrian/bicycle/vehicle traffic patterns

Given the vast number of unknown variables that could influence the development of a trail crossing in the future, there was no 'preferred alternative' or 'recommendation' identified in this study. The City of St. Louis Park should continue to monitor the variables that could impact the future feasibility of each of the five alternatives, continue to coordinate with stakeholders and potential project partners and explore funding opportunities for the future design and implementation of a trail crossing over the BNSF railroad within the study area.





CROSS-SECTIONS

SECTION A-A (TYPICAL)

SECTION B-B (CONSTRAINED)



Existing Condition Photographs  
**West End Trail Connection**

View: Looking southeast towards Benilde-St. Margaret's, from the Hwy 100 East Frontage Rd.



View: Intersection of Hwy 100 East Frontage Rd and Parkwoods Rd, looking to the northeast.

View: Intersection of Hwy 100 East Frontage Rd and W 23rd St looking northeast.



View: Intersection of Hwy 100 East Frontage Rd and Cedar Lake Rd looking southeast.