



10th Avenue Path and Pedestrian Safety Improvements

Active Transportation – Local Pedestrian Facilities

This project provides pedestrian and multimodal connectivity to fix gaps in the existing sidewalk and trail network, supports the regional trail network, and provides a safe facility for users of all ages and abilities. The new trail will allow safe non-motorized access to **Sweeney Elementary School** and **Shakopee West Middle School**, a priority concern frequently cited by the public and identified in a Safe Routes to School Plan.

Proposed Project

Shared use path and enhanced crossings

Key Benefits

- Improved pedestrian safety, particularly for youth access to school
- Closes gap in non-motorized network, shortens crossing distances, increases pedestrian visibility
- Traffic calming

Schedule

2027: Final Design

2028: Construct west portion

2029: Construct east portion

Cost and Funding

Total Project Cost: \$3,274,140

Funding Request: \$1,500,000

Note: The trail is planned to be constructed in conjunction with a roadway reconstruction project. The funding request goes toward a portion of trail construction which does not have funding committed with the roadway project.



The City of Shakopee is constructing a shared use trail and enhanced crossings along 1.7 miles of 10th Avenue West/East to serve nearby residents, school children, and others who walk, bike, and roll along 10th Avenue. This project will close a gap in the pedestrian and bicycle networks in this area and will provide enhanced crossings to allow for safe travel both along and across 10th Avenue.

The lack of adequate pedestrian infrastructure creates barriers within the community, particularly for students walking and biking to school.

The separated trail will be 8 feet wide on the north side of the road which will facilitate travel for pedestrians and bicyclists in both directions, and the enhanced crosswalks will include pedestrian refuge islands for two-stage crossings. Today, there is a narrow sidewalk on the south side of the road and multiple marked crosswalks, but no pedestrian infrastructure on the north side. Recent crashes and community concerns at existing marked crosswalks have led the City to prioritize these improvements. The planned trail will be suitable for use by non-motorists of all ages and abilities.

There has been substantial community engagement to date to justify the project, including engagement related to Safe Routes to School (SRTS), Envision Shakopee (the City's 2040 Comprehensive Plan), and Scott County's Regional Trail Master Plan. The City is currently conducting a corridor-wide Safety Analysis Study to refine the design.





Project Name: 33rd Ave and Rankin Rd Intersection Project

Applicant: City of Saint Anthony Village

Total Project Cost: \$184,404

Requested Amount: \$184,404

Project Description: The proposed project includes pedestrian safety improvements at the intersection of 33rd Ave NE and Rankin Rd in the City of Saint Anthony Village. The intersection is an offset intersection that is a key crossing location to access the St. Anthony Middle/High School campus.



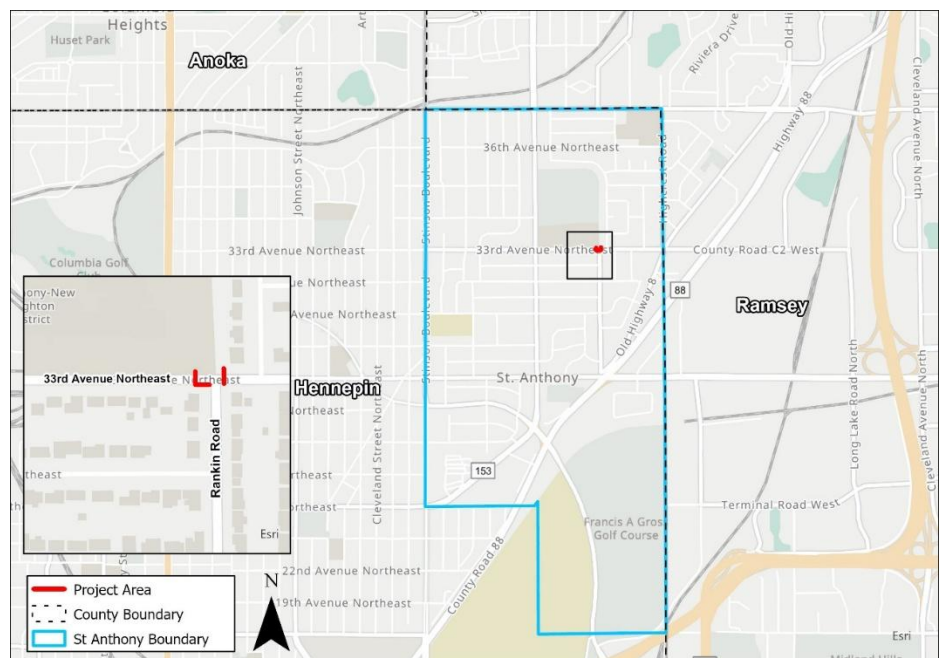
33rd Ave NE & Rankin Rd facing southwest

The proposed project includes the following elements:

- Construction of new sidewalk along 33rd Ave NE, including a retaining wall to address grade constraints.
- Installation of new high-visibility marked crosswalks on the north, west, and south intersection legs and replacement of the existing stamped concrete crosswalk on the east leg with a standard marked crosswalk.
- Installation of rectangular rapid flashing beacons (RRFBs) on the west and east intersection legs.
- New and reconstructed ADA-compliant pedestrian curb ramps

Project Benefits:

- Improved safety for students and staff crossing 33rd Ave
- Improved connectivity and accessibility to St. Anthony Middle/High School campus and other destinations north of 33rd Ave



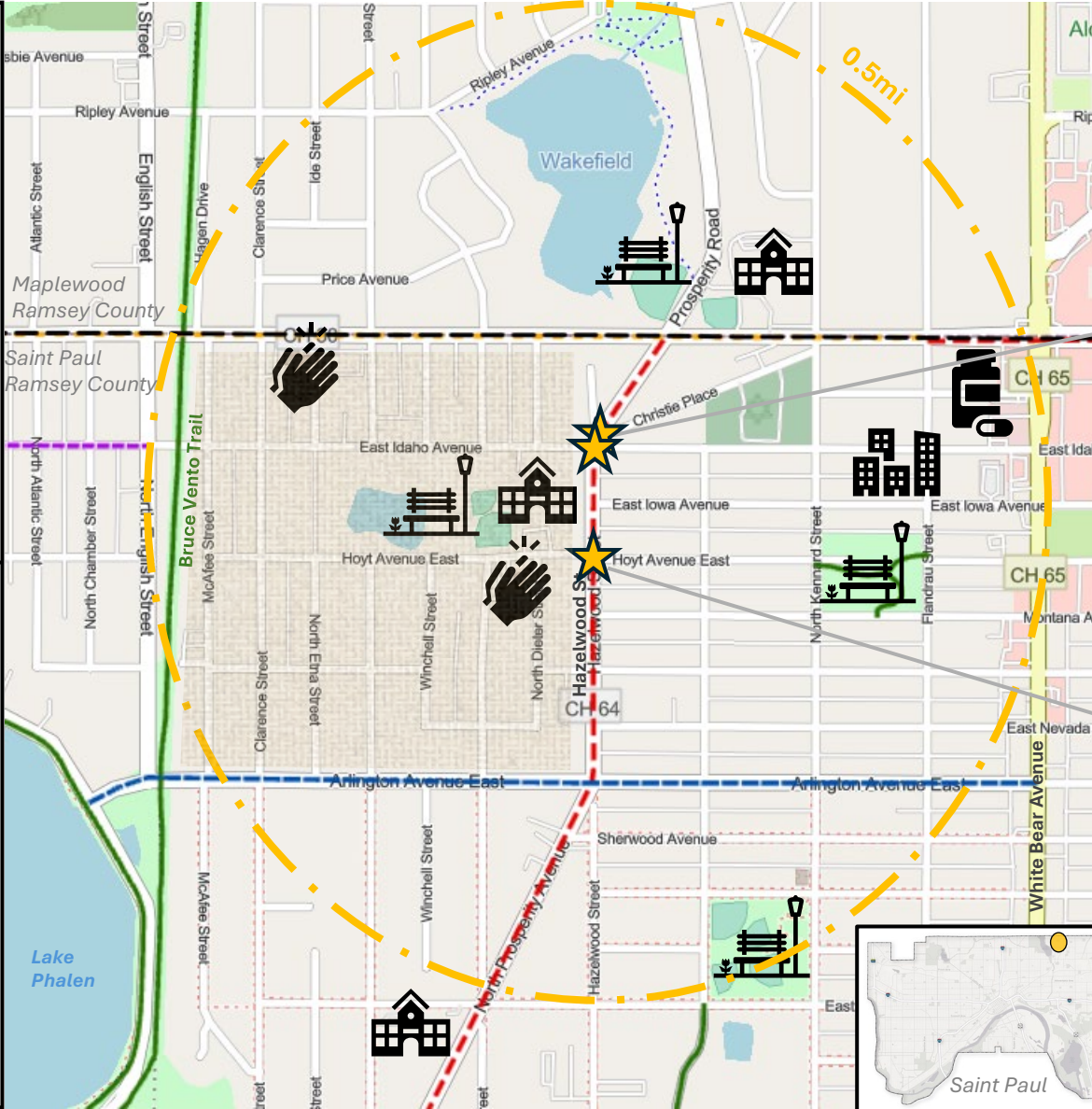
Frost Lake Elementary Hazelwood Street Intersection Improvements

Award Amount: \$950,000
Total Project Cost: \$950,000
Applicant: City of Saint Paul
Project Location: Hazelwood
 Street (CSAH 64) between
 Christie Pl & Hoyt Ave E

Project Benefits:

- ADA ramp improvements
- Shorter crossing distances
- Curb extensions and/or medians
- Make walking to school safer for elementary students

-  Project location
-  Place of worship
-  Public housing
-  Park
-  Pharmacy
-  School
-  Bicycle facility
-  City project

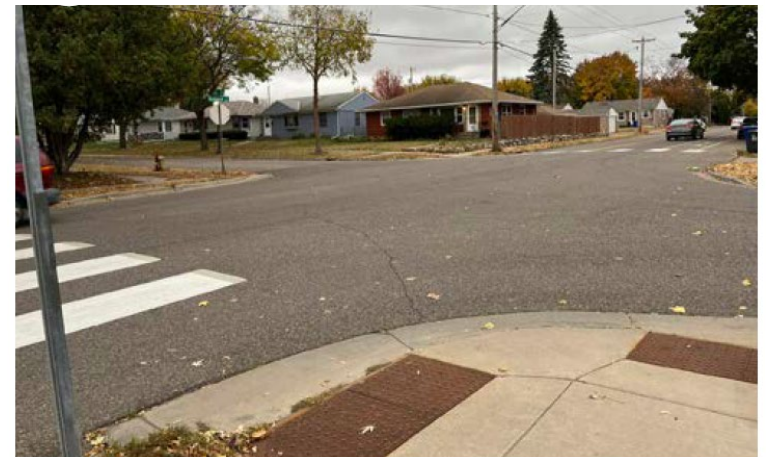


Description: The 3 intersections on Hazelwood St (CSHA 64) were identified for improvements by the Frost Lake Elementary Safe Routes to School Plan (2025). Each intersection would get ADA pedestrian ramp improvements and/or curb extension or medians. Hazelwood is a minor arterial county road located in the Greater East Side neighborhood in Saint Paul.

HAZELWOOD ST & IDAHO AVE E /
HAZELWOOD ST & CHRISTIE PL



HAZELWOOD ST & HOYT AVE E



Mississippi Creative Arts Ped Improvements - Project Summary

Applicant: City of Saint Paul

Location: L'Orient Street, Timberlake Road, North End neighborhood

Total project cost: \$1,499,290

Requested Active Transportation Dollars: \$1,499,290

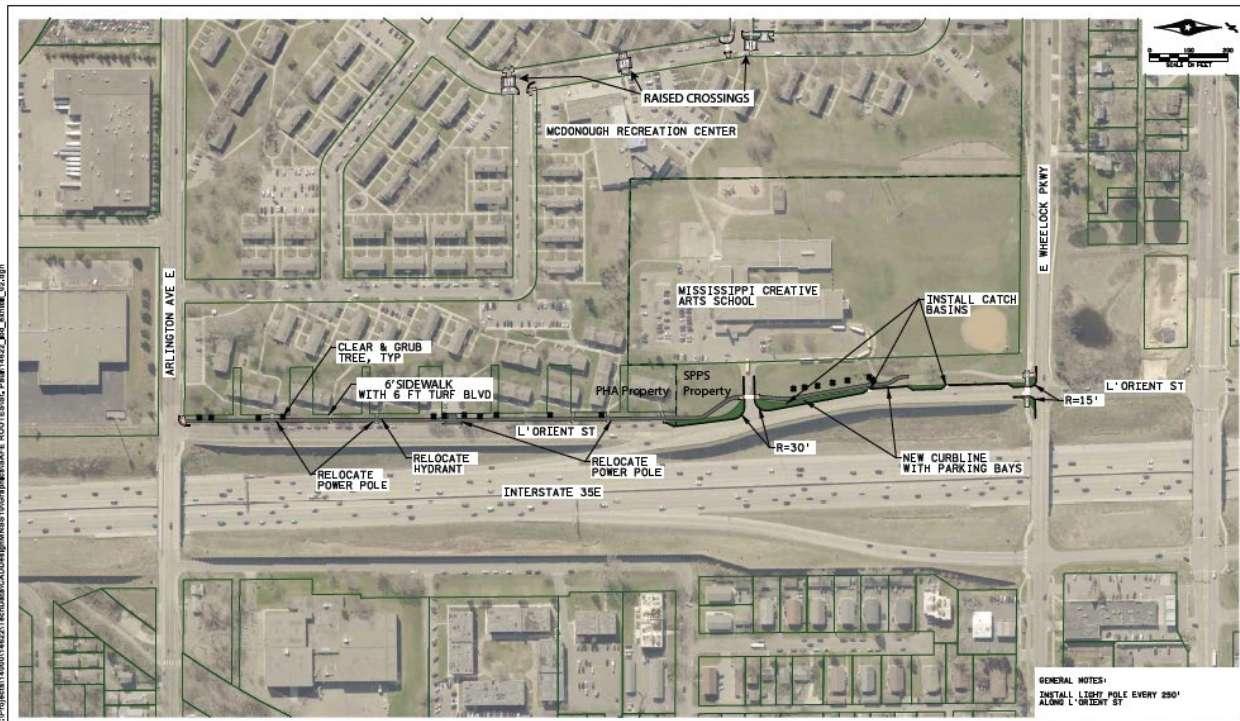


Figure 1 A portion of the one-third mile sidewalk gap along L'Orient

The City of Saint Paul proposes to construct sidewalk, curb and gutter, and traffic calming along L'Orient Street between Wheelock Parkway and Arlington Avenue and construct raised pedestrian crossings at three intersections along Timberlake Road. This street segment is in the North End neighborhood of the City of Saint Paul, Ramsey County.

This project originated from the Mississippi Creative Arts School Safe Routes to School plan. Through the plan process, the community voiced clearly that the infrastructure surrounding the school and the McDonough Homes public housing complex was inadequate for walking. This project, developed in concert with the community, fixes two key links in the pedestrian system by

adding raised pedestrian crossings along Timberlake Road and sidewalk along L'Orient Street. By installing these improvements, the City of Saint Paul will improve access and safety outcomes for the surrounding community, many of whom rely on walking to fulfill their daily needs. The design and location of improvements are shown below.



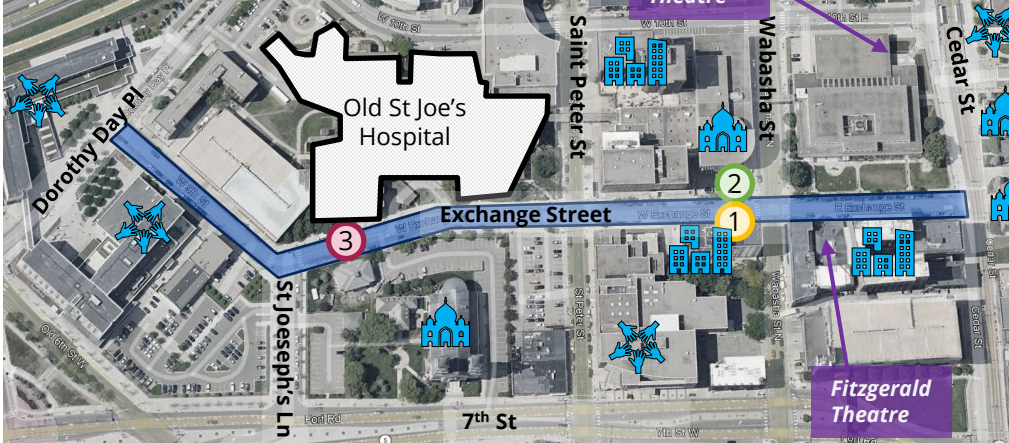


Exchange Street Activation Project

Primary Contact
Anna Potter, P.E
Principal Planner
City of Saint Paul
651.266.6058
anna.potter@ci.stpaul.mn.us



Bollard lights are consistently damaged



= housing (public, affordable, senior living, and market rate)
 = religious
 = social services



Sidewalks are in poor condition and need of replacement

Overview

The project seeks to replace perpetually damaged bollard lights (as shown in **Photo 1**) with standard globe lighting, improve sidewalk panels that are broken or heaved (as shown in **Photo 2**), and add overhead and pedestrian scale street lighting where it is missing today (**Photo 3**). This work is more complex than a standard sidewalk project because of the presence of areaways along the urban corridor. Despite that, this project is important to do now to improve lighting and accessibility in a highly walked corner of downtown Saint Paul that is critical to social services, religious institutions, and long-term residents alike. This project will ready the corridor for additional activation and planned land use change at old St. Joseph's hospital.

Cost: \$1,000,000

Timing: 2028



No public streetlights on Exchange St between Saint Peter St and Dorothy Day Pl

Selby Avenue Pedestrian Safety Enhancement Project

Project Summary

Applicant:	City of Saint Paul
Project Location:	Selby Avenue between Saratoga Street North and CSAH 51 (Lexington Parkway North)
Total Project Cost:	\$4,140,300
Requested Regional Solicitation Dollars:	\$2,500,000



SAINT PAUL
MINNESOTA

Project Description:

The project will improve pedestrian infrastructure at seven intersections and one mid-block crossing on Selby Avenue between Saratoga Street North and CSAH 51 (Lexington Parkway North). Improvements will enhance crossing visibility, reduce crossing distances, eliminate conflict points, and make facilities ADA-compliant. The project will also extend Ayd Mill Rd shared-use path so that it terminates at Saratoga Street North. The project will substantially improve pedestrian safety at intersections, while connecting users of all ages and abilities to daily destinations, including to A Line and B Line bus rapid transit stations.

Proposed Project Elements Include:

- Extension of a shared-use trail and relocation of the trail crossing and RRFB to Saratoga St N
- 42 ADA-compliant pedestrian curb ramps
- 13 curb bump out locations
- 3 Accessible Pedestrian Signal (APS) push button systems
- One median with bicycle cut through elements for a bicycle boulevard crossing

Project Benefits Include:

- Increase pedestrian accessibility with ADA-compliant infrastructure.
- Increase the visibility of the Ayd Mill Road shared-use path crossing and connectivity of the path with the neighborhood road network.
- Reduce pedestrian crossing distances with curb bump outs at appropriate intersections.
- Improve area livability for residents without access to a vehicle, including low-income residents, by making pedestrian facilities safer and more attractive to pedestrians of all ages and abilities.
- Increase the safety of pedestrian facilities that connect residents to key destinations including educational institutions, places of worship, commercial areas, employment opportunities, and transit stops.
- Improved crossing of Selby Avenue for Griggs Street Bicycle Boulevard

Project Location:



Project Location
Selby Avenue Pedestrian Improvements
Saint Paul, Minnesota

Existing Conditions:



Many curb ramps are in poor condition and are not ADA compliant.



The Ayd Mill Road abruptly ends before the intersection with Selby Avenue

OTTER LAKE ROAD TRAIL IMPROVEMENTS

Introduction

White Bear Township is considering construction of a trail on Otter Lake Road (CSAH 60) between Hickory Trail and Meadowview Drive. This trail would serve the Brandlwood neighborhood and could eventually extend to County Road J. Destinations include the Tamarack Nature Center, Otter Lake School, and Bald Eagle Otter Lake Regional Park Off-Leash Dog Area. The School District is supportive of this trail connection as they have recently expanded the walking zone for Otter Lake Elementary School and District officials desire to foster walking and biking to school when possible. If the Town of White Bear is successful in securing funding from MnDOT and cost participation from Ramsey County, it is anticipated that the trail would be constructed in 2027.



Image 1: Existing Conditions - Aerial

Existing Conditions

Students and other pedestrians are using the shoulder of Otter Lake Road to walk to school or other nearby designations such as the Tamarack Nature Center and the off leash dog park. Please see the map which reflects pedestrian receptors as well as images of the roadway at specific locations.

The right of way for Otter Lake Road in the project area varies from 66' – 76'. It appears that the roadway is centered within the right of way and is approximately 30' wide.



Image 2: Existing Road – Taken at 5630 Otter Lake Rd (facing North)



Image 3: Existing Road – Taken at Brandwood/Otter Lake Intersection (facing North)



Image 4: Existing Road – Taken at 5690 Windmill Dr (facing North)

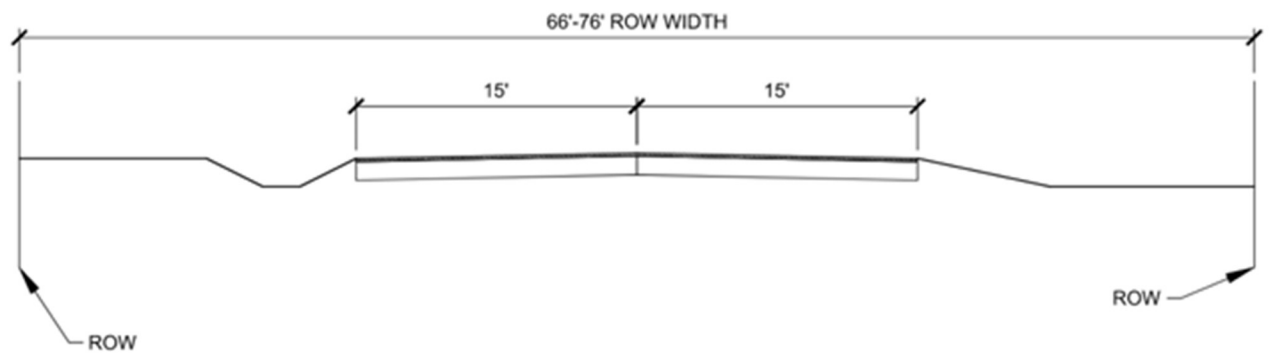


Image 5: Existing Typical Section

Proposed Trail

The trail is proposed on the west side of Otter Lake Road extending from the existing trail south of Hickory Trail. This area is fairly open with less utility conflicts and no driveway access points. A shallow ditch exists for part of the length. Drainage between Hickory Trail and Brandlwood collects at a low point and is conveyed via pipe under Otter Lake Road. Drainage between Brandlwood Road and Meadowview Drive collects at a low point and is conveyed under Otter Lake Road. These two storm sewer crossings would be impacted and would need to be re built with catch basin inlets. A shallow ditch west of the proposed trail may be needed to properly drain the area.



Image 6: Proposed Trail Route

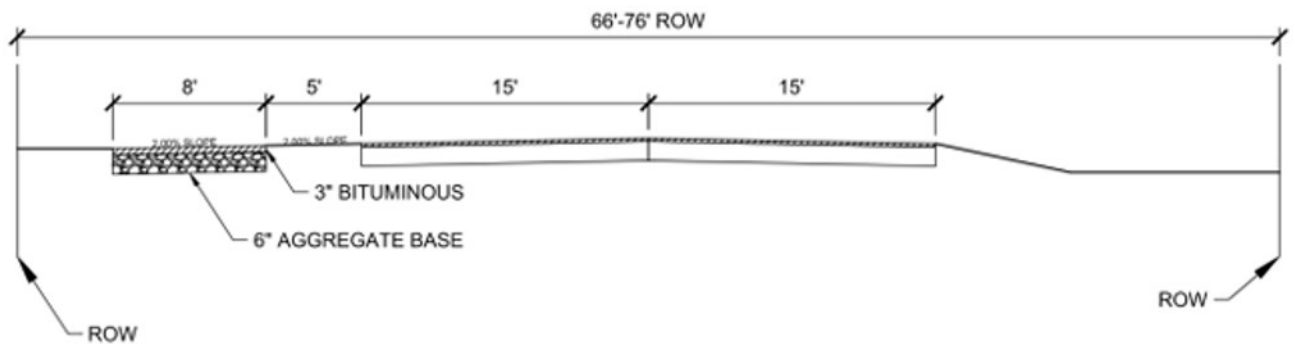


Image 7: Proposed Typical Section

Project Costs

The Cost Estimate was developed assuming that the trail would be constructed to State Aid Design standards the following design assumptions:

- Hickory Trail to Brandlwood Road is a 670 ft
- Brandlwood Rd to Meadowview Drive is a 930 ft
- 8 foot wide trail, with a 2 foot clear zone on each side. Aggregate base width of 10 feet. This will fulfill the County State Aid Design Requirements
- Removal of topsoil and construction impact of 25 foot width west of Otter Lake Road
- Common embankment to fill ditch
- Two storm sewer crossings from ditch to east side of Otter Lake Road
- New storm pipe crossings under Otter Lake Road.
- 2 drainage structures needed to replace storm ditch that will be inevitably filled due to the trail construction. Both structures will run under Otter Lake Road and dump on the east side of the road.
- 10 foot trench for storm pipe installation
- Each pedestrian ramp requires 40 square yards of 6" concrete walk
- 185 pounds of seed per 1 acre of seeding
- 200 pounds of fertilizer per 1 acre of seeding
- 3000 pounds of stabilized fiber matrix per 1 acre of seeding
- Biorolls along the entire length of the trail
- 32 foot road width for Otter Lake Road

The estimated cost for the addition of trail on the west side of Otter Lake Road from Hickory Trail to Meadowview Drive is estimated at \$496,348. This estimate includes 10% contingency and engineering/admin costs

PRELIMINARY OPINION OF PROBABLE COST					
ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	APPROXIMATE QUANTITY	UNIT PRICE	COST
1	MOBILIZATION	LUMP SUM	1.00	\$75,000.00	\$75,000.00
2	DEWATERING	LUMP SUM	1.00	\$5,000.00	\$5,000.00
3	UTILITY RELOCATION	LUMP SUM	1.00	\$15,000.00	\$15,000.00
4	CLEAR AND GRUB	TREE	8.00	\$1,600.00	\$12,800.00
5	SALVAGE SIGN	EACH	6.00	\$40.00	\$240.00
6	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	130.00	\$5.00	\$650.00
7	REMOVE BITUMINOUS PAVEMENT	SQ YD	60.00	\$8.00	\$480.00
8	EXCAVATION - COMMON	CU YD	1,300.00	\$30.00	\$39,000.00
9	SUBGRADE EXCAVATION	CU YD	100.00	\$50.00	\$5,000.00
10	COMMON EMBANKMENT	CU YD	2,370.00	\$20.00	\$47,400.00
10	AGGREGATE BASE (CV) CLASS 5	CU YD	240.00	\$45.00	\$10,800.00
11	BITUMINOUS MATERIAL FOR TACK COAT	GAL	640.00	\$4.00	\$2,560.00
11	BITUMINOUS PATCH	TON	15.00	\$180.00	\$2,700.00
12	TYPE SP 9.5 WEARING COURSE MIX (2,B)	TON	250.00	\$150.00	\$37,500.00
13	15" RCP STORM SEWER	LIN FT	100.00	\$90.00	\$9,000.00
14	15" RC APRON	EACH	2.00	\$2,000.00	\$4,000.00
15	DRAINAGE STRUCTURE DES 48-4020	EACH	2.00	\$4,500.00	\$9,000.00
16	CASTING ASSEMBLY	EACH	2.00	\$1,800.00	\$3,600.00
17	RIP RAP	CU YD	15.00	\$100.00	\$1,500.00
18	PEDESTRIAN RAMP	EACH	4.00	\$6,000.00	\$24,000.00
19	INSTALL SALVAGED SIGN	EACH	6.00	\$300.00	\$1,800.00
20	TRAFFIC CONTROL	LUMP SUM	1.00	\$5,000.00	\$5,000.00
21	SILT FENCE TYPE MS	LIN FT	1,600.00	\$3.00	\$4,800.00
22	BIOROLL	LIN FT	100.00	\$5.00	\$500.00
23	STORM DRAIN INLET PROTECTION	EACH	3.00	\$200.00	\$600.00
24	COMMON TOPSOIL BORROW	CU YD	400.00	\$75.00	\$30,000.00
25	SEEDING	ACRE	0.75	\$9,000.00	\$6,750.00
26	SEED MIXTURE TYPE SOUTHERN BOULEVARD	LB	120.00	\$40.00	\$4,800.00
27	RAPID STABILIZATION METHOD 3	MGAL	1.00	\$1,500.00	\$1,500.00
SUBTOTAL - CONSTRUCTION					\$360,980.00
CONTINGENCY (10%)					\$36,098.00
CONSTRUCTION SUBTOTAL					\$397,078.00
ENGINEERING/ADMIN/FINANCE (25%)					\$99,269.50
ESTIMATED PROJECT COST					\$496,347.50

Woodbury Pedestrian System Gaps Project – Project Summary

2026-2027 HSIP Application

Project Description

Pedestrian System Gaps Project along Hudson Road and Spring Hill Drive in the City of Woodbury, Washington County, MN

Overview

The City of Woodbury is requesting federal funding to construct approximately 0.9 miles of new pedestrian facilities along Hudson Road and Spring Hill Drive to fill critical gaps in the community's multimodal transportation network. The project will add sidewalks and trail connections where no pedestrian infrastructure exists today, improving safety and access for residents, employees, and visitors.

The improvements include new pedestrian facilities on the north side of Hudson Road and along west side of Spring Hill Drive, creating continuous connections between residential neighborhoods and the City's core commercial area. These corridors currently carry high traffic volumes, and the lack of dedicated pedestrian facilities requires people to walk along roadway edges or make unsafe uncontrolled crossings.

The project will significantly enhance safety, reduce pedestrian-vehicle conflict points, and expand access to key destinations including businesses along Hudson Road, employment centers, and the Gold Line Bus Rapid Transit Tamarack Station located one mile west of the project area. The project also benefits nearby affordable housing communities by strengthening connections to jobs, services, parks, and transit. The City of Woodbury is requesting \$1,921,045.00 in federal funding; construction is scheduled for 2030.

Proposed Project Location

